



Hongkong Daily Press.

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THE BEST THING
IN SIGHT
IS
ORROCK'S GLASSES.
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No. 19,436. 號六廿百九千九第 日四初月八年申庚 HONGKONG, WEDNESDAY, SEPTEMBER 15TH, 1930. 三拜禮 號十月九年九國民華中 PRICE \$3 PER MONTH.

INTIMATIONS
ALLSOPP'S
BRITISH
PILSENER BEER
BREWED AND BOTTLED AT
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NEWLY ARRIVED.
A large consignment of ELEY'S
SPORTING CARTRIDGES, 12, 16,
and 20 bore, loaded with the Sportsman's
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PEAK TRAMWAY CO., LIMITED.
TIME TABLE.
WEEK DAYS
7:00 a.m. to 8:00 a.m. every 15 minutes
8:00 " " 9:30 " " 10 " "
9:30 " " 11:00 " " 15 " "
11:30 " " 12:30 p.m. " 15 " "
12:30 p.m. to 2:30 p.m. " 10 " "
2:30 " " 5:00 " " 15 " "
5:00 " " 6:10 " " 10 " "
NIGHT CLAS
8:50 p.m. to 9:20 p.m.
9:20 p.m. to 11:50 p.m. every 30 minutes
11:45 p.m.
HOLIDAYS
Extra Car—11 midnight.
SUNDAYS
7:20 a.m. to 8:00 a.m. every 15 minutes
8:00 " " 9:30 " " 10 " "
9:30 " " 11:00 " " 15 " "
11:30 " " 12:00 noon " 15 " "
12:00 noon to 1:00 p.m. " 10 " "
1:00 p.m. to 5:30 " " 15 " "
5:30 " " 6:00 " " 10 " "
6:00 " " 6:30 " " 15 " "
6:30 " " 8:10 " " 10 " "
NIGHT CLAS
As on Week Days.
SPECIAL CARS by arrangement at
the Company's Office, Alexandra Buildings,
Des Voeux Road.
Season and punch tickets available for
all cars, not already full, running at the
time stated in the Company's timetables,
but not for special cars can be obtained on
application at the Company's Office. No
Season ticket will be issued until payment
thereof has been made in Bank Notes or
by Cheque or Compro Order representing
Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE

On and after **THURSDAY, APRIL 2nd, 1930**, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Slow	No. 5 Local	No. 6 Through Slow	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express
CANTON (at the Pier) dep.	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
Sham Shui	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Sham Shui	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
Yau Ma Tei	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00
Yau Ma Tei	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05
Yau Ma Tei	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10
Yau Ma Tei	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15
Yau Ma Tei	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20
Yau Ma Tei	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25
Yau Ma Tei	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30
Yau Ma Tei	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35
Yau Ma Tei	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40
Yau Ma Tei	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45
Yau Ma Tei	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50
Yau Ma Tei	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55
Yau Ma Tei	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00
Yau Ma Tei	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05
Yau Ma Tei	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10
Yau Ma Tei	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15
Yau Ma Tei	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20
Yau Ma Tei	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25
Yau Ma Tei	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30
Yau Ma Tei	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35
Yau Ma Tei	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40
Yau Ma Tei	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45
Yau Ma Tei	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50
Yau Ma Tei	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55
Yau Ma Tei	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00
Yau Ma Tei	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05
Yau Ma Tei	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10
Yau Ma Tei	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15
Yau Ma Tei	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20
Yau Ma Tei	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25
Yau Ma Tei	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30
Yau Ma Tei	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35
Yau Ma Tei	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40
Yau Ma Tei	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45
Yau Ma Tei	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50
Yau Ma Tei	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55
Yau Ma Tei	10:15	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00
Yau Ma Tei	10:20	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05
Yau Ma Tei	10:25	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10
Yau Ma Tei	10:30	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15
Yau Ma Tei	10:35	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20
Yau Ma Tei	10:40	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25
Yau Ma Tei	10:45	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30
Yau Ma Tei	10:50	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35
Yau Ma Tei	10:55	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40
Yau Ma Tei	11:00	11:15	11:30	11:45	12:00	12:15	12:30	12:45	13:00	13:15	13:30	13:45	14:00	14:15	14:30	14:45	15:00	15:15	15:30	15:45
Yau Ma Tei	11:05	11:20	11:35	11:50	12:05	12:20	12:35	12:50	13:05	13:20	13:35	13:50	14:05	14:20	14:35	14:50	15:05	15:20	15:35	15:50
Yau Ma Tei	11:10	11:25	11:40	11:55	12:10	12:25	12:40	12:55	13:10	13:25	13:40	13:55	14:10	14:25	14:40	14:55	15:10	15:25	15:40	15:55

UP TRAINS

Station	No. 1 Local	No. 2 Through Express	No. 3 Local	No. 4 Through Slow	No. 5 Local	No. 6 Through Slow	No. 7 Local	No. 8 Through Express	No. 9 Local	No. 10 Through Express	No. 11 Local	No. 12 Through Express	No. 13 Local	No. 14 Through Express	No. 15 Local	No. 16 Through Express	No. 17 Local	No. 18 Through Express	No. 19 Local	No. 20 Through Express
at Ferry Leaves TOWLOON	7:00	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15	11:30	11:45
Sham Shui	7:05	7:20	7:35	7:50	8:05	8:20	8:35	8:50	9:05	9:20	9:35	9:50	10:05	10:20	10:35	10:50	11:05	11:20	11:35	11:50
Sham Shui	7:10	7:25	7:40	7:55	8:10	8:25	8:40	8:55	9:10	9:25	9:40	9:55	10:10	10:25	10:40	10:55	11:10	11:25	11:40	11:55
Yau Ma Tei	7:15	7:30	7:45	8:00	8:15	8:30	8:45	9:00	9:15	9:30	9:45	10:00	10:15	10:30	10:45	11:00	11:15			

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The Foreign Office has issued the text of the memorandum of agreement which, as already announced, has been arrived at between the French and British Governments relating to the exploitation of oilfields. The agreement is based on the principle of cordial co-operation and reciprocity in those countries where the oil interests of the two nations can be usefully united, and relates to Roumania, Mesopotamia, the territories of the old Russian Empire, and the French Colonies and British Crown Colonies. It is extended to other countries by mutual consent.

The principal clauses of the agreement read substantially as follows:—

(1) The two Governments will support their respective nationals in any common negotiations to be entered into with the Government of Roumania for:—

(a) the acquisition of oil concessions, shares, or other interests belonging to former enemy subjects or bodies in Roumania which have been sequestered, e.g., the Steaua Romaneasca, Concordia, Vega, etc., which constituted in that country the oil groups of the Deutsche Bank and of the Deutsche Gesellschaft, together with any other interests that may be obtainable.

(b) Concessions over oil lands belonging to the Roumanian State.

All shares belonging to former enemy concessions which can be secured and all other advantages derived from these negotiations will be divided, per cent. to per cent. interest, and 50 per cent. to a group of interests in the company or companies to be formed to undertake the management and the exploitation of the concessions; the two countries will have the same proportion of 50 per cent. in all capital subscribed, as well as in representation on the board and voting power.

(c) The two Governments will give their joint support to their respective nationals in their joint efforts to obtain petroleum concessions, and facilities to export, and to arrange delivery of petroleum supplies.

(d) Mesopotamia.—The British Government undertakes to grant to the French Government or its nominee 25 per cent. of the net output of crude oil at current market rates which may be secured from the Mesopotamian oilfields, in the event of their being developed by Government action; or in the event of a private petroleum company being used the British Government will place at the disposal of the French Government a share of 25 per cent. in such company. The price to be paid for such participation is to be no more than that paid by any of the other participants. The petroleum company will be under permanent British control.

(e) It is agreed that, should a private petroleum company be constituted, the native Government or other native interests will be allowed, if they so desire, to participate up to a maximum of 25 per cent. of the share capital of the company. The French will contribute one half of the share capital and the other half of the share capital will be contributed by the native Government and the Anglo-Persian Company.

(f) In consideration of the above-mentioned arrangements, the French Government undertakes, if it is desired and as soon as application is made, to agree to the construction of two separate pipe-lines and railways necessary for their construction and maintenance and for the transport of oil from Mesopotamia and Persia through French spheres of influence to a port or ports on the Eastern Mediterranean. The port or ports are to be chosen in agreement between the two Governments. Should such pipeline and railways cross territory within a French sphere of influence, France undertakes to give every facility for the rights of crossing without any royalty or wayleaves on the oil transported. Compensation will, however, be payable to the landowners for the surface occupied. In the same way France will give facilities at the terminal for the acquisition of the land necessary for the erection of depots, railways, refineries, loading wharves, etc. Oil thus exported will be exempt from export and transit duties. The material necessary for the construction of the pipelines, railways, refineries, and other equipment will also be free from import duties and wayleaves.

Should the Mesopotamian Petroleum Company desire to lay a pipe-line and a railway to the Persian Gulf, the British Government will assist its good offices to secure similar facilities for that purpose.

(g) North Africa and other Colonies.—The French Government will give facilities to any Franco-British group or groups of good standing which furnish the necessary guarantees and comply with French laws, for the acquisition of oil concessions in the French colonies, protectorates, and zones of influence, including Algeria, Tunis, and Morocco. It should be noted that the French Parliament has resolved that the French Government has resolved that groups so formed must contain at least 67 per cent. French interests. The French Government will also facilitate the granting of any concessions in Algeria which are now under consideration as soon as the applicants have complied with all the requirements of the French laws.

(h) British Crown Colonies.—In so far as existing regulations allow, the British Government will give to French subjects who may wish to prospect and exploit petroliferous lands in the Crown Colonies similar advantages to those which France is granting to British subjects in the French colonies.

(i) It is provided that nothing in the agreement shall apply to concessions which may be the subject of negotiations initiated by French or British interests.

(Continued at foot of next column)

BRITISH HEADQUARTERS. THE SOLEMN ENDING OF A GREAT ARMY.

The formal farewell of Brigadier-General Evan Gibb to the troops under his command in France and Flanders must be taken as marking the close of one of the great chapters of history. British Headquarters in France is no more.

Those armies of which the two corps of our first Expeditionary Force were the promise, in which many hundreds of thousands of our men fought for the life of France and Belgium and for the freedom of the world, are now at last disbanded, and only a handful linger on French soil to care for a grave of the fallen.

THE MEN WHO WERE LEFT.

But if we leave to the historian the review of the past six years of the concentration and dispersion of the military power of the Empire on the devastated battlefields, we must seize the occasion to review the little known work of the thousands of men who have been left in France and Flanders to glean the grim harvest of six years of war. No one who did not see in the last months of the campaign of 1918 the ghastly ruin spread over the north of France and the stupendous masses of material behind the battle front can fully appreciate the task of General Gibb's command.

But the men who fought will smile at the moderation of his statement that "the work has been very strenuous and the obstacles have been many"; they will acknowledge to the full our debt to the thousands who were left with the dull labours of "clearing up and bringing to a satisfactory conclusion the many and varied problems which are the inevitable legacy of a great war"; they will not stint their praise for the speed with which the work has been done, or their surprise that General Gibb has found it possible to lay down his command so soon.

One of the most difficult operations, on which he naturally lays stress, has been the collection from the battlefields of many hundred thousand tons of ammunition, a task arduous and dangerous without the stimulus of war. But it is inevitable and it is right that those at home should think more of those last services which have been rendered to the dead, and each of us will do well to remember the nation's debt of gratitude to the men engaged "in the arduous and solemn duties of re-burial."

General Gibb speaks of the complexity of the work, increased by "the immensity of the territory to be covered, and the necessity of scattering the personnel employed in small detachments over a vast area extending from the Mediterranean to the English Channel."

SO THEY PASS AWAY.

His words remind us again of the extent of our British effort, and the long and hard work of the men who have made sure that those who won honour by death should not lack the honours due to the dead. Their work has been done "almost at war pressure"—that was not only demanded by efficiency, but by our obligations to the fallen—and General Gibb naturally writes with pride of the efficient organisation and strenuous industry of his ever diminishing personnel.

So the British Armies in France pass away into the land of history, and their last units may well lay claim to the old Latin motto, "Thinking nothing done while might remained to do."

OBJECTS OF AGREEMENT.

It is officially stated that the negotiations which led to the agreement last April were begun shortly after the termination of hostilities, which had demonstrated the vital importance to the two countries of petroleum supplies and the inadequacy of their own resources. The importance of placing concessions in the hands of serious and responsible groups was recognised, and the agreement contemplates support being given only to such groups. The countries referred to in the agreement are in the main those where British and French interests are already considerable in comparison with those of the other Allied nations, and where the nationalities of the two countries might be expected to be seeking fresh concessions, but the negotiations were the outcome of a joint recognition of a common need, and were in no way aimed at the acquisition of exclusive rights.

In regard to Roumania, the agreement merely provides for the support of British and French nationals in joint negotiations with the Roumanian Government, whose absolute discretion in the disposition of the properties in question is in no way attacked. The same considerations would apply to any Government-owned lands in Russia.

The provisions as to Mesopotamia are a recognition of French interests in the Mosul vilayet, which had been a subject of discussion for some years previously. In the event of these fields being developed by private enterprise, the local Government, apart from any question of share participation, would be entitled to receive royalties on all oil produced. The agreement leaves entirely open the method of development to be adopted, and will allow the consideration of any claims to concessions based on rights granted by the Turkish Government. The need for French and British co-operation was emphasised by the importance of providing the convenience of oil supplies to Mesopotamia, and possibly Persia, and the Mediterranean, by pipe-lines running through French spheres of influence in Syria.

The paragraphs dealing with French and British colonies do not confer exclusive or even preferential rights, e.g., there is no question of French nationals securing rights in British Colonies which would not also be available to citizens of other countries.

The Cabinet have not recommended whether the Mesopotamian oil fields shall be developed by private enterprise or by the Government. In the former case it is stated, "no troops will be needed" if the fields would be worked as in Persia, by the native employed.

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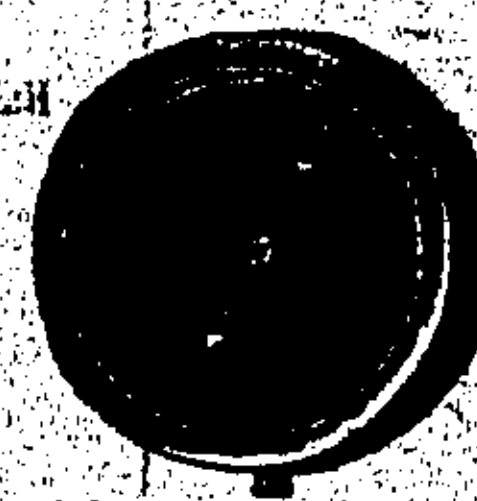
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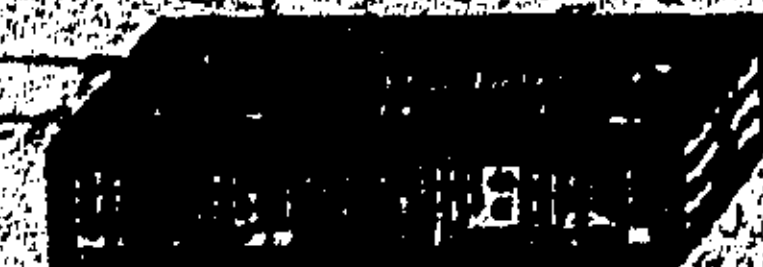
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[146]

OPIMUM SEIZURE AFTER EXCITING CHASE

Two Chinese women and two men were charged before Mr. G. N. Ome, at the Magistrate's yesterday, with the unlawful possession on board their boat, of 1,350 taels of prepared non-Government opium.

The first defendant said that she was the mistress of the boat. She was engaged by a man at Yau-mai to take delivery of the opium, which was in gunny bags. At the time she undertook the job, she did not know the contents of the bags. She undertook all responsibility in the matter, and said that the other defendants had nothing to do with it, they being her jells.

The Revenue Officer, Mr. Clarke, said that between 7.30 and 8 p.m. on Monday, the defendant's sampans were noticed under the stern of the s.s. *Hai-hong*, which was lying alongside the Douglas wharf. Several bags were lowered into the boat from the ship. Several Revenue Officers hired a motor-boat and pushed off towards the sampans. As soon as the defendants saw the motor-boat approaching them, they made off. The Revenue Officers gave chase, caught the sampans and went on board, where they found the opium.

At this stage, Mr. A. H. Crew appeared in Court and informed the Magistrate that he had been retained for the defence. He had not had time to receive instructions, and would like a remand.

The Magistrate remanded the case until tomorrow morning.

OPIMUM DIVAN.

Inspector Fox then charged a Chinese with (1) being the keeper of an opium divan in Kowloon City, and (2) unlawful possession of 6 taels of prepared non-Government opium.

The defendant admitted possession of the opium but denied that he was the keeper of the divan.

Three other Chinese were charged with smoking opium on the premises.

They admitted smoking on the premises, but said that they smoked Government opium.

The informer gave evidence to the effect that he visited the defendant's divan on the night of the 12th inst. He entered two marked ten-cent pieces which Inspector Fox had previously given to him, and asked for two pots of opium. The first defendant took the money and gave him the opium. The other defendants were smoking opium at the time. Soon after witness had gone to one of the beds to smoke his opium, the police raided the house.

Inspector Fox said that when he and some jells entered the premises, the last witness pointed out the first defendant to him as the keeper of the divan. Witness searched a desk which was the only other piece of furniture besides the beds, and in it found six taels of non-Government opium, and the marked ten-cent pieces. Witness also discovered on the premises a stove and a pan which were probably used for preparing opium, but, of course, witness had no evidence that the defendant had actually prepared it on the premises.

The Magistrate convicted and fined the first defendant \$50, or six weeks' hard labour. The others were fined \$5, or ten days each.

RATTAN-WORKERS IN TROUBLE.

ATTEMPT TO PREVENT COLLEAGUES WORKING.

Four Chinese were yesterday charged before Mr. Ome, at the Magistrate, with unlawfully threatening to do bodily harm to a jell of the Tung Shing Tai rattan shop of Kowloon if he worked on certain rattan furniture.

Inspector Spear, of Tsimshatsui, who prosecuted, asked for a week's formal remand. He explained that he would like to make some enquiries about the case, as he was of opinion that it arose out of a murder which took place in Kowloon on Saturday last.

Mr. A. E. Hall, who appeared for the defence, said he had no objection to a formal remand, but he must ask for bail.

The Magistrate remanded the case for a week, fixing bail in the sum of \$250 for each of the defendants.

A \$5,000 FINE

IMPOSED ON JAPANESE SHIPPER.

In connection with the seizure of 18,000 taels of opium valued at \$250,000 on board the Japanese motor schooner *Shanzen Maru*, the master of the vessel who was charged with the possession of the drug, was fined at the Magistrate, on Monday, \$5,000, with the alternative of six months' hard labour.

A BAGHDAD LETTER. THE RELIEF OF RUMATHA.

Canon Parfit has recently published a book entitled "Mesopotamia, Mesopotamia," and from the point of view of local residence the adjective is not inaptly chosen, says the *Pioneer's* Baghdad correspondent.

The railway, the construction of which was hailed with such evident satisfaction by the principal Shiaks and notables of almost every district through which it passed, has been cut in several places between Rumatha and Samawah, and tribesmen are showing an energy in destroying it and the bridge which even the prospect of two rupees a day as labourers never elicited from them when it was being constructed.

The imprisonment of a Shaik who had raised his flag with the object of attacking the railway led to his forcible release from the Government prison, and of a series of attacks on the railway, as the result of which the Rumatha garrison was isolated. Samawah garrison would also have been cut off but for the fact that it is on the Euphrates and can depend upon the river as a line of communication. It may be suspected that the cutting of the railway is not entirely unwelcome to owners of river craft who are making hay while the sun shines.

THE GARRISON.

Rumatha garrison consists of some seven platoons of the 114th Mahatras and 99th Infantry and some 300 civil railway personnel. They have had to stand the siege of over a fortnight, and from all accounts are keeping their end up remarkably well. Rations and ammunition have been freely dropped into the garrison, which they have fortified by aeroplanes, and the garrison have further provided themselves by occasional sorties into the bazaars. These sorties have been made possible by our aeroplanes who have bombarded the outskirts of the town at pre-arranged times, thus distracting the attention of the investing enemy, who from all accounts is now somewhat dispirited.

A bold attempt to relieve the garrison was made by that fine regiment, the 43th Sikhs, under Colonel McVean, but the Arabs succeeded in cutting off the water from the canal on which the regiment depended for its water and it had perforce to retire without suffering heavy casualties, including a Subadar-Major killed and Lieutenant Fox wounded. The trouble has spread in a modified form to the Shamiyah Division where there has been considerable effervescence during the past few days.

REASONS OF THE DISTURBANCES.

Your readers will doubtless expect me to explain the reasons of the present disturbances. The question is one to which a satisfactory answer has not yet been given. The politicians of Baghdad say that it is because the country has not yet been given a constitution under the League of Nations. Townspeople outside Baghdad with a closer acquaintance of tribesmen assert that it is because the tribes are naturally bad men with black hearts to whom law and order is abominable and who regard the towns as their legitimate prey. The tribesmen themselves, who ought to be able to reply, seem least able to do so. It is not taxation, driver, were they so prosperous. It is not grievances regarding water for it is universally agreed that the area under cultivation at any time during the past seven years. Nor does it appear to be an unsatisfied longing for a restoration of Turkish sovereignty, or the creation of an Arab Kingdom, for most careful enquiries have failed to elicit any support for either one policy or the other outside Baghdad and one or two large towns, and even there, being of momentary and, it is doubtful whether, any single policy would command a majority of votes. We are thus forced to the conclusion that the origin of the trouble is external, and we may broadly suspect that Damascus, Aleppo, Dair-az-Zor and Van (the latter the headquarters of Mustapha Kamal Pasha), all interested in procuring disorder in Mesopotamia, which is now the only part of the Middle East still enjoying a stable Government.

Government, in fact, appear to be unpopular, as such nowadays, for the Syrian Government, which is purely indigenous, appears almost as little able to maintain its authority as that of Turkey. At first sight it would appear that revolutionary Governments command greater respect than old-fashioned ones but the reports that reach us of the difficulties that are being experienced by Mustapha Kamal himself seem to show that this is not the case.

BOLSHEVIK PROPAGANDA IN CHINA.

GREAT PROGRESS CLAIMED.

A semi-official dispatch received at Tokyo reports that the Verkhovskii Communist claim that Bolsheviki propaganda is making great progress in China and that special Commissioners sent to China from Trintak are working among the farmers and soldiers, distributing Red literature. It is added that the Commissioners contemplate effecting the organization of a Chinese Red Guard.

THE PEACE SETTLEMENT IN CHINA.

TSAO KUN AND CHANG TSO-LIN
TO GET \$22,000,000.

PEKING, September 12th.

The *London Times* has the following telegram:—

The secret conference of Chin Yun-peng, the Peking Premier, General Tiao Kun, Inspector-General of Chihli, Shantung, and Honan, and General Chang Tso-lin, Inspector-General of the Three Eastern Provinces, held in Tientsin, has arrived at the following conclusions:

(1.)—The terms previously agreed upon with Wei Chao, Vice-Minister of Finance of the Military Government, representing the Canton Military Government, regarding the proposed peace, will be communicated to Tsuchan Tang Chi-yao of Yunnan and Tsuchun Tan Yen-kai of Hunan for agreement. If the two generals disagree, Tiao Kun, Chang Tso-lin, Li Shun, Tsan Chen-huan, Lu Yang-ting, and others will proclaim the union of the country as far as their respective spheres of influence are concerned and appoint Liang Shi-yi as the Chief Peace Delegate to conclude the general peace with other provinces.

(2.)—Outwardly, the present positions of the different military governors will not be changed, but those in Anhui, Fukien, Shensi, Kansi, Chekiang, and other places may be changed somewhat. The positions of the Tsuchun in Shantung, Honan, and Kirin may also be effected.

(3.)—Relative to the demands of Tiao Kun and Chang Tso-lin for \$22,000,000 each as compensation for their recent military operations against the Anfu militarists under Tuan Chi-jui, and Hsu Shu-tung, it has been agreed that each shall be paid \$4,000,000 as first instalment, the balance to be paid within the next three months.

(4.)—The troops of the Inspector-General of Chihli, Shantung, and Honan Provinces shall be trained by General Wang Pei-fu, Feng Yushiang, and two others.

(5.)—The Military Government in Canton shall be abolished, and Mu Yung-hsun, recognized as the Tsuchun of Kwangtung. Aid will be given to Mu Yung-hsun against Cher Chung-ming. The Kiangsi Tsuchun, Chen Kwang-yuan, will be asked to attack Tsuchun Li Hsiao-chi of Fukien, and Tsuchun of Hupeh, Wang Chan-yuen, to prepare for the defence against Yunnan and Kweichow Provinces. —E.N.A.

AN ISSUE OF \$50,000,000 DOMESTIC BONDS.

LIANG SHI-YI HELPS TO FLOAT THEM.

PEKING, September 12th.

The Peking Cabinet, on September 11th, decided to issue Domestic Bonds of the 9th year of the Republic to the amount of \$50,000,000. The work of issuing the bonds will be left in charge of Liang Shi-yi.

TRIES TO MURDER OFFICIAL

VISITOR STABS CHIEF
PROSECUTOR.

Recently the Tokyo Chihō Saishanbu was the scene of great excitement consequent on a dastardly attempt on the life of Mr. Kijiro Kanayama, acting chief Prosecutor of the Court, as the result of which he was seriously injured. It appears that a man, apparently 35 years old, decently dressed, called on Prosecutor Kanayama in his office in the Chihō Saishanbu describing himself as AKIJI Irita of Nagaoka, Oshima-gun, Kagawa prefecture. The visitor was shown into Prosecutor Kanayama's room where they were engaged in conversation for a few minutes when the prosecutor dropped his fountain-pen on the floor. As he stooped to pick it up, the visitor drew a sword which he had been carrying under his hakama and struck the official at the right shoulder inflicting an ugly wound. Although seriously injured and profusely bleeding, Mr. Kanayama managed to get into an adjoining room where his assistant followed him. Several policemen on duty inside the Court premises ran to the scene of the tragedy and after a lively tussle the man was overpowered and disarmed. Later, the injured man was removed in a motor-car to the Hayashi Hospital at Tsukiji. The doctors say that the patient will recover in a month or so unless complications appear.

As to the motives of the would-be murderer they are thus far unknown. In official circles opinions are freely expressed that the man, who is employed or used to be employed by the Miyazaki prefectural office, is crazy and that no definite motive can be assigned. But there seem to be circumstances that tend to contradict this explanation. It is reported, for instance, that the man had presented some sort of complaint to Prosecutor Kanayama and in its connection he had visited the official once or twice. According to another story the man Irita visited the metropolitan police office and wanted to lodge some complaint with the police. The latter advised him to go to the Law Court, and lay his grievances before the public prosecutors. An hour or so later the tragedy occurred.

The perpetrator of the outrage has since been declared insane.

SHANGHAI BRITISH CHAMBER OF COMMERCE.

RE-OPENING OF LANGUAGE
SCHOOL.

Mr. C. W. Garstin, of H.B.M. Consulate, Shanghai, gave an address last week to the students of the British Chamber of Commerce who are commencing another season's work.

Mr. A. W. Burkill provided and read the report of the Director of Chinese Study, which showed that the former tendency to regard the study of Chinese as a joke had vanished and that the students were settling down to valour study. Sixty per cent. of the students had received preliminary and 75 per cent. final certificates. There was a distinct change in their ideas of studying Chinese. At first, most of them were inclined to regard the study of Chinese in the nature of a passing innovation to be eventually discarded, but the large number of students in evidence that afternoon showed that they all realized the importance of knowing the language of the country in which they resided. (Applause.)

MR. GARSTIN'S ADDRESS.

Mr. Garstin, speaking on behalf of Sir Everard Fraser, Consul General said that he could lay no claim to being a Sinologue. He did not propose to say much on the value of a knowledge of the Chinese language in the realm of business, as all of them, he presumed, had made up their minds on that point. There did come, however, a time when the student necessarily asked himself whether it was worth while continuing his study. To those who were inclined to despair, now or in the future, he would say that there was a right and a wrong way of studying the Chinese language.

He laid before him as he spoke some remarks of Sir Walter Hillier on the study of Chinese. The latter had said all the speaker had intended to say, a good deal more and much better than he could say it. Enthusiasm was required in the study of Chinese. There should be no undue evasion, no undue despair. He advised the students to tackle Mandarin first. The Shanghai and other variations would then be comparatively easy. The variations were not so great, after all. Doubtless some of the students before him would eventually go into the interior, in which case they would find that a knowledge of Chinese was not only advisable but essential. It would smooth difficulties to a remarkable extent. One could not help noting the marked change that came over Chinese traders and others if foreigners spoke a few words of Chinese. His experiences as Mixed Court Assessor had convinced him that a great deal of worry and litigation could have been avoided if the plaintiffs had had a knowledge of Chinese. The study of Chinese was not any more difficult than French or German. If anything, the sounds of the Chinese language were well adapted to the English tongue, more so than in the case of French or German. In conclusion, the speaker expressed the hope, that if they were inclined to despair, they should reconsider their decision. (Applause.)

A hearty vote of thanks was moved by the Chairman to Mr. Garstin and the proceedings terminated.

SUICIDE OF LLOYD'S SURVEYOR AT KOBE.

Mr. J. Bleilock, a member of the staff of Lloyd's Surveyors in Kobe, was instantly killed early on the morning of the 1st inst. when he was struck by a running express train at Shiyo Station, near which he lived.

Both the station master at Shiyo and the driver of the engine declare that Mr. Bleilock committed suicide by jumping in front of the rapidly moving train from the sea side of the track. Dependence on the death of his wife and child in England last year is considered a possible motive for suicide.

Mr. Bleilock was about 33 years old and had been a resident of Kobe, where he was a member of Lloyd's staff, for about two months. About a year ago he suffered a tragic bereavement in the loss of his wife and only child, who died of influenza in England. Since then his melancholy temper had been noted by all with whom he had been associated. In order to give him a change, which it was hoped would benefit him, his company sent Mr. Bleilock to America and later to Japan.

The body was cremated and the ashes will be sent to England for burial. —Japan Advertiser.

SKETCHED THE PORT AT MOJI.

A man named Saburo Aizaki was caught making a sketch of the fortress outside of Moji harbour recently. He was a passenger on board the *Tamada Maru* and he made the sketch while the boat was anchored near the fortress. He was arrested and during the examination, he confessed to have been making the sketch at the request of an Indian fellow passenger.

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Artichokes, Whole French; American	per tin	\$ 30
Beetroots	"	35
Beans, String, Upper Lake Brand	"	35
Beans, Lima, Del Monte; S. & W.	"	40
Carrots, Del Monte, No. 2 tin	per tin	35
S. & W. No. 2; tin	"	30
Cauliflower, S. & W.	per 2 1/2 tin	50
Cabbage, S. & W.	per 2 1/2 tin	35
Peas, Del Monte	per tin	45
Spinach, Del Monte 2 tin	"	25
Sugar Corn, Del Monte, S. & W.	per 2 tin	40
Turnips, S. & W. No. 1 tin	per tin	35
Tomatoes, Getabest, Del Monte	per 2 1/2 tin	35
Veribest	"	30
Artichokes, French Fonds	per tin	1.00
Champignons, French	per pint tin 1.30 per 1 pint	65
Carrots, Vert, French	per 1 1/2 tin	35
Macaronis, French	per tin	35
Swede Turnips, Australian	"	40
Red Beans, Dutch	per 1 1/2 tin	50
String Beans, "	"	80
Endive, "	"	70
Celery, "	"	1.00
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G. R.

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of EDWARD WILLS late of Victoria in the Colony of Hongkong, Engineer of the S.S. "KIMBA" deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of the Probate Ordinance 1897 (No. 2 of 1897), made an order limiting the time for sending in claims to or against the above Estate to the 5th day of September, 1920.

Creditors and claimants are hereby requested to send their claims to the undersigned by the above date.

Dated this 14th day of September, 1920.

C. D. MELBOURNE,
Official Administrator.

[1484]

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

On MONDAY,

the 18th October, 1920, at 10.30 A.M., within the Chamber, at Naval Depot, Kowloon.

H.M.S. "SANDPIPER."

Length between perpendiculars 100 ft.

Breadth, extreme 20 ft.

Depth in hold 5 ft. 9 in.

(Flat Keel to upper plating amidships)

Tonnage according to Net 85 tons

British Register Gross 85 tons

At main draft 2 ft.

Present mean draft 2 ft. 0 in.

(Where Hongkong)

Build When 1898

By whom In Sections by Yarrow & Co.

Materials of Construction—

Wood Deck Sheathing, Fittings in Cabin, Mess, etc.

Iron Deck Fittings, etc.

Steel Hull, Bulkhead, Fittings, etc.

Deck masts of Main, Hold and Battery Decks.

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As she now lies.

A detailed list of fittings to be sold with the Ship may be seen at the Office of the Naval Stores Officer, H. M. Dockyard, Hongkong; and structural and other particulars can be obtained from the Chief Constructor, H. M. Dockyard, Hongkong.

The Vessel will be open to inspection from the 15th Sept. to the day of sale inclusive, between the hours of 10 A.M. and 4 P.M. Inspecting orders can be obtained with full Particulars and Conditions of Sale on application to the Auctioneers.

On presenting this order to the Pier Master in the Dockyard, persons named thereon will be conveyed to and from the Ship. The ship may not be boarded from a private boat.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty.

Hongkong, September 14th, 1920. [1485]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM KOBE

THE Steamship

"KUMSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 20th Sept., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 21st Sept., 1920, at 10 A.M. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, September 14th, 1920. [1486]

"GLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Steamship

"FEMBROKESHIRE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

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No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, September 14th, 1920. [1487]

INTIMATIONS

NOTICE

THE interest and responsibility of the undersigned in the business hitherto carried on at No. 34, Queen's Road Central, under the name of A. ABDOLRAHIM as Architect, Surveyor and Civil Engineer, ceased at the 8th day of September, 1920.

Hongkong, 8th day of September, 1920.

A. ABDOLRAHIM.

NOTICE

THE business hitherto carried on by Mr. A. ABDOLRAHIM as an Architect, Surveyor and Civil Engineer at No. 34, Queen's Road Central, will be carried on under the style of ABDOLRAHIM & Co. by the undersigned at the same address.

JOHN MORRIS,
WILLIAM HALL.

Hongkong, September 8th, 1920. [1484]

NOTICE

THE GREEN ISLAND CEMENT CO., LTD.

CO., LTD.

AN INTERIM DIVIDEND of Fifty Cents per Share has been declared for the Half Year ending 30th June, 1920.

Such Interim Dividend will be Payable on and after FRIDAY, 17th SEPTEMBER, 1920, at the Office of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from 8th to 16th September, 1920, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.
General Managers.

Hongkong, August 31st, 1920. [1413]

NOTICE

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

CO., LTD.

THE TWENTY-FOURTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on TUESDAY, the 21st day of SEPTEMBER, 1920, at 12.30 o'clock in the afternoon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July 1920.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 25th September, both days inclusive.

DOUGLAS LAURIE & CO.,
General Managers.

Hongkong, September 8th, 1920. [1482]

WANTED.

A No. old established IMPORT HOUSE, having its Head Office in New York, with Branches in London, Manchester, China, Japan and the Philippine Islands, desires the services of an EXPERIENCED TEXTILE MAN for a responsible position in its Manila Branch Office.

Permanent position and good prospects for the right man.

Address communications in confidence, to P.O. Box 180, Manila, stating past experience and salary desired.

[1477]

WANTED.

Wanted position by an experienced Export man who is also well acquainted with Ficegoods and General Import. Also correspond in the most important commercial languages perfect knowledge of Chinese. Can take foreign connections. No objection to emigrate.

Apply—
Box 1355,
Care of "Daily Press" Office.

[1355]

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Apply—
Box 1355,
Care of "Daily Press" Office.

[1355]

PREPAID "WANTED" ADVERTISEMENTS.

A DVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

\$1.00 FOR THREE INSERTIONS.

If they do not exceed 35 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for

Boss, P. Q., AD, AP, AR, AW.

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INTIMATION

Watson's

PURE

CARBOLIC

SOAPS

Recommended by the Medical

Profession.

SUPPLIED IN "THREE STRENGTHS":

5% FOR TOILET USE

Price: \$1.20 per box of 3 tablets.

10% FOR THE BATH

Price: \$1.75 per box of 3 tablets.

20% MEDICAL BATH SOAP

Price: 75 cts. per tablet.

A. S. WATSON & CO., LTD

THE HONGKONG DISPENSARY.

TELEPHONE 16

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CABLES.

EARLIER CABLES.

(REPRODUCED FROM THE ASSOCIATED PRESS.)

CRISIS IN ITALY.

GOVERNMENT PRACTICALLY PARALYSED.

Rome, September 15th.

Later reports show that the National Labour Convention at Milan has decided to have the future direction of the metal-workers' struggle in the hands of the Labour Federation. The Convention decided that the immediate struggle should at present be confined to the metal-workers, who have been ordered to remain in command of the factories with a view to the factories passing, in the interest of the community, under workmen's direct management.

It is declared that the object of the struggle is to force the masters to recognize Syndicalist control of industries. The situation is obscure, because, while the result of the Convention is described as a victory, for the moderates, the Convention has pledged itself to embark upon a national policy for the socialization of industries, displacing the owners.

At present the Government is practically non-existent. Signor Giolitti has gone to Aix-les-Bains, whilst the bourgeoisie are apathetic. The workers, undisturbed, are seizing factory after factory. Two hundred chemical works and several textile factories and principal boat and shoe factories in Milan have been commandeered. The railwaymen are refusing to transport troops and police.

MINERS' STRIKE MENACE, EXTREMISTS WORKING FOR OVERTHROW OF PARLIAMENT.

London, September 15th.

While the coal deadlock continues, fresh developments may be expected during the week. The Miners' Executive meets in London tomorrow.

The course of future events will be better understood by remembering that a number of the men's leaders now favour dropping the demand for a reduction in the price of domestic coal, but Mr. Smillie is the chief obstacle, because after his retirement some time ago, when Labour declined to support his direct action policy for nationalization, he only consented to return on a guarantee that a demand for a coal price reduction should be made, and if the demand is now dropped, Mr. Smillie goes. Consequently, Mr. Smillie's fighting involves his future leadership.

There is not the slightest doubt that public opinion is hardening against the miners, and that moderate Laborites fear a General Election on this issue, for while the extremists are intent on smashing the Parliamentary machine and setting up a Soviet system, the majority of the Trade Unionists do not want to destroy the Constitution.

It is stated that there is no doubt that unless the miners abate their demands a strike is inevitable. Furthermore, it is feared that Mr. Smillie and Mr. Hodges intend refusing to budge until the eleventh hour. The moderates, however, realize the dangers involved in such a course.

ANOTHER STRIKE!

London, September 15th.

The Herald announces that the road transport workers have decided to act with a view to enforcing a wages demand of 87/- weekly, and that a strike of 150,000 workers is imminent.

ELECTRICIANS' STRIKE.

GOVERNMENT APPOINTS COURT OF INQUIRY.

London, September 15th.

Twenty thousand electricians employed in the London traffic and electrical works will strike on September 16th if the employers do not withdraw their lock-out notices. Meanwhile a Government Court of Inquiry into the dispute has been appointed and opens to-day, the chairman being Sir David Harrel.

THE COST OF LIVING.

POSITION IN STOCKHOLM.

Stockholm, September 14th.

Statistics for August show an increase of 208 per cent in the price of foodstuffs and necessities as compared with pre-war prices.

SOME PERCENTAGES OF INCREASE.

Paris, September 14th.

Figures showing the rise in the cost of living in European countries, obtained by the League of Nations, will be produced at the Brussels Financial Conference on September 24th. Taking 100 as the average figure for foodstuffs in 1914, some of the present figures are:—Paris, 339; French provinces, 321; Italy, 300; Norway, 296; Switzerland, 237; Britain, 235; Holland, 199; United States, 194.

WOMAN SUFFRAGE IN AMERICA.

LADIES SHY ABOUT THEIR AGE.

London, September 15th.

The Times' correspondent at Washington says the President has celebrated the recent ratification of the constitutional amendment enfranchising women by appointing Miss Mabel Boardman as one of the three commissioners administering Washington. Miss Boardman is one of the best-known women of the United States. She was for many years organizing head of the American Red Cross. She is a Conservative Republican.

Women seem likely to be brought much to the front by the franchise. Five ladies propose to try for seats in the House of Representatives, and two in the Senate. All are progressives interested in social reform.

The Republicans and Democrats are competing keenly for the female vote. Both have given women high places in their organizations. It appears that women are registering pretty largely, but there is some difficulty in getting them to give their ages correctly, a number writing "21 years old and plus" instead of their precise date of birth.

U.S. PRESIDENTIAL CAMPAIGN. REPUBLICANS CLAIM MAJORITY.

Portland (Maine), September 15th.

The Presidential election campaign is proving unusually exciting. Well-known speakers are participating, and they include the Vice-Presidential candidates, Mr. Roosevelt and Governor Coolidge, and also Mr. Daniels, Mr. McAdoo, and Senator Lodge. The fact that women will participate and vote for the first time renders forecasts uncertain. The Republicans claim a majority of 30,000, while the Democrats claim a small preponderance of votes.

SENATOR HARDING ON THE MONROE DOCTRINE.

FRENCH AND ENGLISH TEXTS CONTRADICTORY.

Marion (Ohio), September 15th.

Senator Harding, discussing the Monroe Doctrine, declared that the English and French texts, on the subject in the Covenant of the League, were apparently directly contradictory. The former indicated that the Doctrine would not be overridden by the provisions of the Covenant; the latter clearly made the Doctrine subordinate. He believed that, in case of a dispute, the Council of the League would undoubtedly decide that the French was the official text. Senator Harding displayed wonder whether the whole thing was a trap. It was hard to believe that such a marked discrepancy was perpetrated without intention.

TRANS-CONTINENTAL MAIL AEROPLANE SERVICE.

FROM NEW YORK TO SAN FRANCISCO.

San Francisco, September 15th.

The first regular trans-continental mail aeroplane service started from New York on September 8th, specially equipped to carry 400 pounds of mail matter, and arrived here in the afternoon.

U.S. AMATEUR GOLF CHAMPIONSHIP.

A VICTORY FOR CHICK EVANS.

London, September 15th.

The American Amateur Golf Championship resulted in Chick Evans beating F. Quimet in the final round by seven up and six in play over 36 holes. There were four British competitors—C. J. Tulley (British Amateur Champion), Roger Wethered and Lord Charles Hope—all of whom failed to qualify; and T. D. Armour, the Scottish golfer, who reached the third round.

LATEST FRENCH REVENUE RETURNS.

ENCOURAGING POSITION.

Paris, September 14th.

An encouraging position is disclosed by the latest revenue returns. Indirect taxation and monopolies in August yielded 822 million francs, representing an excess of 203 millions over the budget estimates. Since January 1st excess receipts over the budget estimates have amounted to 3,177,000,000 francs.

BANDITRY IN MEXICO.

RUNAWAY CAPTIVE RE-CAPTURED.

Mexico City, September 14th.

It is announced that Johnson has been recaptured by bandits.

END OF KRASSIN MISSION.

EFFECT OF "HERALD'S" BOMBARDMENT.

London, September 15th.

The Times states that the publication of the Daily Herald's offer of £75,000 from Russia caused a suspension of the negotiations which the Krassin Mission had been carrying on in London.

It transpires that the Herald's bombshell was made public a few hours before an arranged interview between Soviet representatives and Mr. Lloyd George, at which consequently the latter plainly intimated that a new situation had arisen and the matter must be cleared up before the trade negotiations could be resumed.

GENERAL WRANGEL.

WHAT BOLSHIEVIST COMMUNIQUE IS WORTH.

London, September 15th.

The Bolsheviks periodically dispose of General Wrangel in communiques, the latest in this direction being to-day's communique which refers to the "almost total destruction of General Wrangel's forces in the war area." On the contrary General Wrangel himself appears unaware that he is doing with, for his latest communique reports heavy fighting in which an entire Red Brigade was captured.

TROUBLED IRELAND.

STEEL BODY-GUARDS FOR IRISH CONSTABULARY.

London, September 15th.

It is reported that the Irish Constabulary is being re-armed with modern service rifles and revolvers and furnished with steel body-guards worn under their tunics. A large quantity of rifles and revolvers has been landed at Belfast from a Government vessel. It is believed that the arms are intended for the use of the special police force in Ulster, mentioned last week.

EGG AND CUSTARD POWDERS.

RESULT OF ANALYSIS.

London, September 15th.

A report by the Ministry of Health contains some startling revelations, and especially pillories egg and custard powders. Analysis declares that, generally, egg-powder is coloured baking-powder, and that custard-powder is coloured and flavoured starch, without the trace of any eggs.

BOXING IN AUSTRALIA.

WELTER-WEIGHT CHAMPION BEATEN.

Sydney, September 15th.

The American boxer, Billy Shadie, knocked out Tommy Wren, the Australian welter-weight champion, in the nineteenth round.

DON MIGUEL BRAGANZA.

CLAIM TO PORTUGUESE THRONE RENOUNCED.

Lisbon, September 15th.

Don Miguel Braganza has renounced his claim to the throne in favour of his son, Prince Duarte, who is favoured by the Integralists and Legitimists.

MRS. HUMPHREY WARD'S WILL.

ESTATES OF WELL-KNOWN WOMEN WRITERS.

London, September 15th.

Mrs. Mary Augusta Ward, of "Stans" fame, the well-known novelist, who died on March 24th, a grand-daughter of the famous Dr. Arnold, of Rugby, and wife of Mr. Thomas Humphrey Ward, left estate of gross value of £11,308 3s. with net personalty £3,530 15s. She died intestate, and letters of administration of her property have been granted to her husband, Mr. Thomas Humphrey Ward, of the same address.

Estates left by other women writers of late years are: Miss Ada Ellen Bayly ("Edna Lyall"), £25,533; Mrs. Pearl Mary Teresa Craigie ("John Oliver Hobbes"), £25,502; Miss Rose Neuchette Carey, £10,991; Miss Mary Kinley, £2,411; Mrs. Alexander Orr, £27,032; Florence Murray, £1,479; "Ouida" is reported to have died in poverty in Florence. Mr. Bruce Frederick Cummings of Camden Cottage, Gerrards Cross, Bucks, author of "The Journal of the Disappointed Man," writing under the name of "W. N. P. Barbellion," formerly of the staff of the Natural History Department of the British Museum, who died on October 2nd last, aged thirty-one years, left estate valued at £123 5s. 6d.

After lying for many years in a lonely grave at Woking, the remains of five French naval men, a doctor, midshipman, a sailor, and two unknown, were reinterred at Lokek, yesterday last week. The *Star* says it was a kindly and commendable sentiment which prompted the simple ceremony, unique in its way, and from a less common-place point of view, a solemn symbol of the bond of nationality. There was a representative gathering of the French community, including the Consul-General, members of the Municipal Council, and naval officers, at witness the ceremony.

FAR EASTERN CABLE NEWS.

RUBBER MARKET.

Singapore, September 15th.

It is announced that unless the output is restricted the rubber surplus in Britain in December will probably exceed 34,000 tons. The leaders of the industry recommended voluntarily restricting a quarter of the normal output of October and December, and thereafter a fifth until the situation is cleared.

THE WEIHAWEI FAMINE RELIEF FUND.

The following accounts were passed at a meeting of the Weihaiwei Famine Relief Committee, when the two resolutions attached were carried unanimously regarding the balance which from the estimated position of the Famine Fund on 31st December, 1920, as given after the accounts, it is estimated will be £30,182 70.

FAMINE FUND.

Expenditure:

Purchase of Flour 30,181.06 of	
Koehing, as per statement of	
Purchasing Sub-Committee	£97,922.42
Sundry expenses in connection	
with the distribution of	
Grain	253.73
Interest on Hongkong and	
Shanghai Bank overdraft to	
30th June	347.05
Total Expenditure	£98,522.90

Receipts:

Collected at Weihaiwei	£23,502.08
from Weihaiwei	5,618.51
Dairen	2,241.81
Shanghai	12,680.00
Shanghai	235.50
Tientsin	530.00
Tientsin	2,668.07
Hankow	375.00
Night Semblan	710.23
Malacca	2,134.45
Collected at Shanghai	£46,817.84
30th June	31,016.51
Overdraft with Hongkong and	£38,898.85
Shanghai Bank, Shanghai	£38,898.85

The financial statement is signed by Mr. S. W. Roberts, as Hon. Treasurer, and by Mr. E. E. Clark, as Hon. Auditor.

ESTIMATED POSITION OF FAMINE FUND ON 31st DECEMBER, 1920.

Overdraft with H. & S. Bank

(as above) £38,898.85

Interest on Bank overdraft to

31st December (estimated) 1,400.00

£40,298.85

Less: Estimated Surplus on 31st

December, 1920 £30,182.70

(£d.) S. W. ROBERTS,

Hon. Treasurer.

9th August, 1920.

RESOLUTIONS.

1.—That any balance that may finally

remain to the credit of the Weihaiwei

Famine Relief Fund be devoted to improv-

ing the water supply in the Territory with

a view to mitigating the effects of long

continued drought in future, or to the

benefit of those who in future may suffer

from famine in the Territory.

2.—That no portion of such balance or

of any interest accruing thereon shall be

expended except on the joint authority of

the Commissioner and the Chairman of

the Chinese Chamber of Commerce.

M. PAINLEVE IN HONGKONG.

M. Painleve, a former Prime Minister

of France, and now President of Council,

was a passenger by the *Andre Jonon* which

arrived from the North yesterday morning

and proceeded at night on his voyage to

Europe.

M. Painleve was met on arrival by the

French Consul-General (M. Hauchecorne)

and the leading members of the French

community in the Colony. The distinguished

visitor subsequently called upon H.E.

the Governor, at Government House, and

later dined with His Excellency at Mount

Lodge.

MOTOR CAR MURDERERS.

SENSATIONAL AFFAIR IN TIENTSIN.

A sensational robbery and murder of a

Japanese civilian occurred in Tientsin on

the evening of the 7th inst. It appears

that a Japanese, Mr. Kawabata, accom-

panied by a Japanese army officer, entered

the Heig-ha Bank in the Japanese Conces-

sion, in order to change dollars into yen,

as he intended to leave for Japan next day.

Three Chinese, who had evidently been fol-

lowing him, entered the bank at the curb

and pushed him back and pressed revolver

at the Japanese. The latter attempted

to withdraw by the way they had come

when one of the Chinese shot Mr. Kawabata

in the body, killing him almost instantly.

The assassin then rifled the dead

man's pockets and made off, shooting at

everyone who crossed the course of their

motor-car. They drove in the direction of

a village beyond the French Concession.

Chinese mounted police searched the

neighbourhood but no streets were made.

TARIFF REFORM.

MR. HEWINS ON OFFICIAL POLICY.

Mr. W. A. S. Hewins, late Under-

Secretary of State for the Colonies, and

now Chairman of the Tariff Reform

League, recently addressed a conference

of delegates of the Lancashire and

Cheeshire branches of the League held at

Manchester.

He said that this was the first confer-

ence since the termination of the war,

and it was held because the leaders of

the Tariff Reform movement were being

pressed from all sides to state what the

position was in view of the grave finan-

cial and economic problems demanding

solution. When we looked abroad at our

trade relations it was again clear that

immediate steps should be taken to re-

construct old market connections which

had been completely broken by the war. If

we were to maintain the position in the

commercial world which was essential to

the stability of the British Empire, our

commercial treaty system lay in ruins.

Nobody knew, and it appeared impossible

for the Government to inform them, what

the present position of our commercial

treaties really was. It used to be said

that our best favoured nation treaties were

the keystone of British commerce; we did

not even know whether they existed at the

present time.

There was, further, the enormously im-

portant question of safeguarding our own

domestic markets during the period of

depression which seemed to be inevitable.

If the Government were pledged to any-

thing it was to an anti-dumping measure,

and it was absolutely necessary that they

should now fulfil that pledge.

Mr. Hewins said that he saw in the

Government no sign of any realisation of

the urgent need of a definite trade policy.

They had multiplied Departments, and an

infinite number of memoranda had been

written, but for policy we looked in vain.

The reason for this was that the economic

policy of the Government as set forth at

the time of the General Election, depend-

ed for its operation upon the maintenance

of a system of prohibitions and regulation

of trade. The proclamations issued dur-

ing the war had been declared by the

Courts to be illegal. Thus the very basis

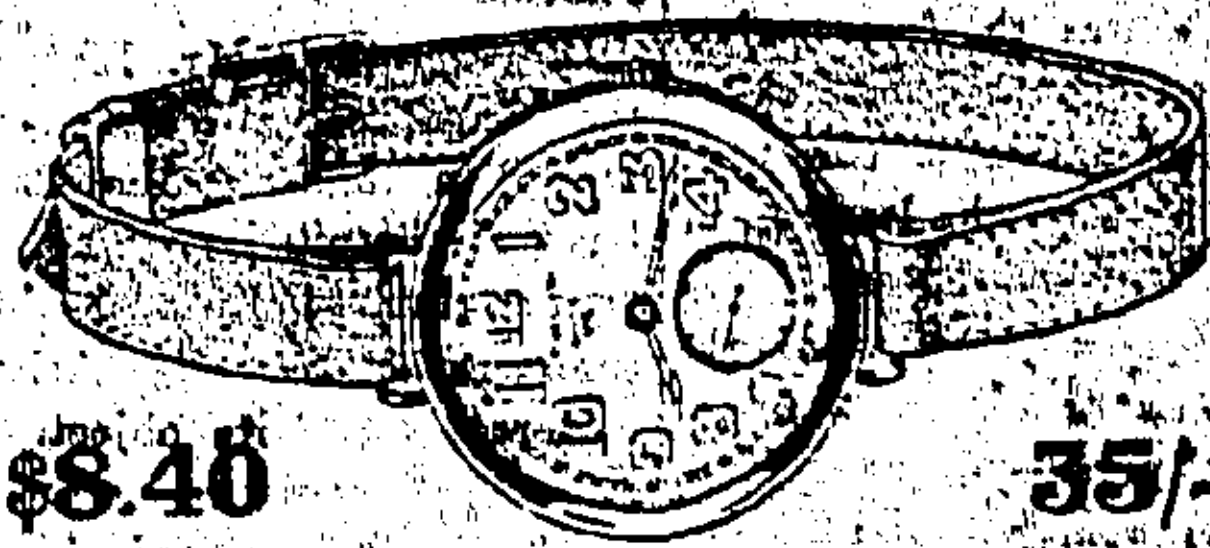
of the Government's trade policy had been

destroyed, and they had now either to

obtain statutory authority for imposing

prohibitions, which he thought impractic-

Have you got the right time, always?
Specially made to stand any climate



\$8.40

35/-

Guaranteed for 10 years. Jewelled at 15 points.

BUY DIRECT FROM ENGLAND

YOU need the precise time, always. Your fullest efficiency as a man of business demands it. You work to a time-table, as every good business man does, and time is a big consideration to you.

Here is a watch—specially constructed to run accurately for 10 years at least—which no climate can affect. Each watch is warranted not to vary more than a few seconds in 24 hours. Every single watch is tested, severely. It has to prove completely this fine accuracy—in a heated oven, and in an ice-chamber too.

The case is beautifully polished beside being sand and dust proof.

You are guaranteed the precise time for ten years at a very low cost. A written guaranty will be sent with the watch.

Order it now! Send no money!

PRICE LIST.
This is Jewelled Wrist Watch in handsome SOLID NICKEL Case with inner dome, but not luminous.
No. 922 Price (35/-) \$8.40
In SOLID SILVER Case (British Government Stamp) with inner dome.
No. 923 Price (45/-) \$10.80
Lady's size SOLID SILVER case (British Government Stamp) with inner dome.
No. 924 Price (45/-) \$10.80
LUMINOUS DIAL and HANDS (5/-) \$1.20 extra.
All these prices are calculated at \$4.80 to the £1 Sterling.

SENT Per Post "C.O.D." Send no Money
Just fill in and post the order form below. We do the rest

The quality of every article you buy of us is dependable; your satisfaction is fully guaranteed. If you are not pleased with any article send it back to us. Then we will immediately return your money, and all the postage and other charges you may have paid.

Senders: The Chartered Bank of India, Australia & China and The London City and Midland Bank.

FILL IN THIS ORDER FORM.
Then cut it out and put it into an envelope, with your name and full address.

ORDER FORM.
Send me C.O.D. one Wrist Watch No. _____ Price _____
Also send me your illustrated Catalogue. My name and full address are enclosed with this order form. £20

Pease Ltd 859, Bristol Bridge, Bristol ENGLAND.
Watchmakers to the British Admiralty.



You can't work if you don't feel right.
Get rid of that lary feeling and those threatening headaches.

SAL REPATICA

every morning. A teaspoonful in a glass of water.
On Sale At All Chemists.

HORLICK'S MALTED MILK
(MALTED BARLEY, WHEAT, AND PURE FULL-CREAM MILK)

The Food Drink with all the Virtues.

1. Gives strength and sustains it.
2. Gives strength and sustains it.
3. Easily digested and completely absorbed.
4. Refreshing and invigorating.
5. Keeps the system in good condition.
6. Keeps in all climates.

Supplied by all Chemists and Grocers.

Also available in Tablet form to be dissolved in the mouth.

HORLICK'S MALTED MILK CO., GLOUCESTER, ENGLAND.



FASHIONS IN PARIS. UMBRELLAS, NOT PARASOLS.

A Paris writer on fashions says:—Of all the many strange fashions to be seen in Paris these days, perhaps the strangest of all are the latest umbrellas. There are no longer slim and elegant and a woman no longer seeks to pride herself on her umbrella being rolled up into a neat spike resembling an interrogation mark. On the contrary, the more bulky an umbrella now is and the more it resembles something of the Snarey Camp type, the closer to fashion is the woman who carries it.

I noticed a number of these bulky objects at Longchamp on Sunday and wondered if the pain of grasping a two and a half inch diameter handle for hours at a stretch were worth pleasure of knowing oneself to be upholding the latest tradition of fashion. Most of the enormous handles were made of carved ivory of Japanese and Chinese design. The sunshade is a thing of the past just at the moment and only these monster umbrellas are to be seen. As a compromise, they may be in navy silk instead of black or nigger.

FOULARDS RATHER THAN LAFETTES.
Foulards are still as much in favour as ever. This material has largely superseded taffetas as most designers find it less difficult to deal with the soft and supple lines of foulard than with the rather dry folds of taffetas. It is seldom seen in its plain state, but lined or checked with white stripes, scattered with little bunches of flowers or covered with a network of embroidery worked in white chain stitch. Most of these foulard dresses are trimmed with lingerie notions, either pleated tails, goffered, organdie or linen worked in an openwork stitch. Collars and cuffs and plaques of these fresh-looking materials are added to the foulard frock of to-day, and very often bands round the skirt or a flowing sash of one of these materials is also added. Masses of organdie and muslin, out the dress at the waist, but perhaps the most popular notion of the moment is to add a long floating belt of organdie edged with a pleated frill.

A pretty model carried out on these lines was in navy foulard lined with a white stripe and embroidered in white silk flower motifs. The short sleeves were edged with a double frill of goffered organdie and round the neck was the same idea of a frill, which continued down the front and round to the back so as to suggest a bolero effect. The short full skirt showed a very deep hem, the top of which was the same goffered frill of organdie.

Although a tendency continues to reign for short, full skirts, elbow sleeves and low necks and the trend is followed in its broad sense by most of the latest models, there is a feeling that the slightest degree to indicate that the fashions of the moment are exclusive. It seems to have been inspired simultaneously by several periods and to have drawn from each one a style which it adapts to the tastes of the day.

MANY HIGH NECKS ARE SEEN.
For this reason, although low necks are to be seen on most of the latest models, there are any quantity that favour exceptionally high, tight-fitting necks, and amongst this category, a noticeable return has been made to the fantastic Medici collar, so in vogue a few years ago. This combines the exigencies of two reigning fashions in that it follows the dictates of a high neck, at the back, and opens in front, to allow freedom to the neck. As with the trimming for the popular foulard dresses, white, lingerie notions are much used for these collars. Of these all, organdie is perhaps the most popular as, when stiffened and goffered or pleated, it needs no other support of wire buckram to keep it up, the only necessary addition being a band of narrow velvet or ribbon that lies round the neck and finishes in a bow in front.

A becoming model of Joseph Paquin's in this type, shown recently, was in brown taffetas striped with royal blue. A Medici collar of pleated organdie was added to the long-sleeved bodice, finishing in a point in front—another borrowed notion from the Medici—and deep pleated frills were added to the short sleeves in keeping with the collar effect; over a tight-fitting undergarment was a pleated skirt mounted over a wire frame so as to give a full appearance to the hips and finished at the top with a band of ribbon.

TWO STYLES OF HEAD-WEAR.
There are two styles of head-dress in favour in Paris just now, each distinctly different from the other. One, for those with small features, a new retrograde and in general with the type of face once described by Wells as resembling "the back of a spoon," is severely plain and shows the hair drawn back from the face and coiled into a chignon low at the back of the head. A slight softening is allowed around the face, but the long streaks of hair that women used to pull out and covered up their ears with, is now tabooed. This is a quiet coiffure and reminds one of a quiet woman, with features and a dignified bearing to carry it off. It shows hair piled high on the head, and pulled out in many waves and ripples, held there, no doubt, by some under-adding of hair or frame. In both cases, the style or ornamentation employed in the same and consists in a band of ribbon round the head and forehead in imitation of the Greeks. With the first type of coiffure, one strand only is used, with the other several strands are taken and twisted in and out, the hair finally crowning over the forehead and fastening, if desired, with a jewelled pin or ornament.

ENTERTAINMENT

THEATRE ROYAL.

Commencing

SATURDAY, SEP. 18th, 1893

MAURICE E. BANDMAN

BANDMAN

COMEDY

COMPANY

In a repertoire of latest London plays.

SATURDAY, SEPT. 18th:

"NOTHING BUT THE TRUTH."

MONDAY, SEPT. 20th:

"THE NAUGHTY WIFE."

TUESDAY, SEPT. 21st:

"A VOICE FROM THE MINARET."

WEDNESDAY, SEPT. 22nd:

"GENERAL POST."

THURSDAY, SEPT. 23rd:

"THE YELLOW TICKET."

FRIDAY, SEPT. 24th:

"BETTERED."

SATURDAY, SEPT. 25th:

"LORD RICHARD IN THE PANTRY."

Prices: \$4, \$2 & \$1.

Navy and Military half-price.

Booking at MOUTRIE'S [1465]

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon in the Colony of Hongkong

to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 99 of 1920. Original Jurisdiction Between The Bank of Canton Limited, Plaintiff and Samuel Ebenezer Green trading as Banker & Co. Defendant.

On MONDAY, the 27th day of September, 1920, at 3 o'clock in the afternoon by

Messrs. LAMBERT BROS.

at their Auction Room Duddell Street, Victoria, Hongkong.

The property consists of—

ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410, together with the messuage erected thereon known as No. 15, Hankow Road, Kowloon. Term 75 years from 24th June 1892, created by a Crown Lease dated the 11th November, 1892.

Exception of Annual Crown rent \$30.12. Area 1554 square feet.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON STOKES & MASTER, Prince's Building, 100 House Street, Solicitors for the Vendor,

or to Messrs. LAMBERT BROS. The Auctioneers.

Hongkong, September, 10th 1920. 1463

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND

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OXY-ACETYLENE & ELECTRIC WELDERS.

MECHANICAL & ELECTRIC ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

—DRY DOCK—

Length 747 Feet.

Length on Block, 750 Ft.

Depth on Centre of SHI (H.W.O.S.T.) 24 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

BUTTERFIELD & SWIRE

TEL. ADDRESS: "TAIKOO DOCK," HONGKONG. AGENTS.

TELEPHONE No. 212. HONGKONG, CHINA & JAPAN.

CABLE FLAG: "C" OVER AMP. PENYANG.

JAVA-CHINA-JAPAN LUN.

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTED OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
THIBODAS	JAVA	16th Sept.	16th Sept.	SHANGHAI
WIMANORON	JAVA	20th Sept.	18th Sept.	YOKOHAMA
WILHELM	JAPAN	17th Sept.	17th Sept.	JAVA

The Steamers are all fitted with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LUN.

Telephone No. 1874.

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Regular monthly service between

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MANILA

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AMSTERDAM, ROTTERDAM, HAMBURG

AND BREMEN.

Sailings subject to alterations.

Loading For Rotterdam & Hamburg Sailing

"TOBA" October 17th Sept.

"BOON" October 18th Oct.

"TAMASOMK" October 21st Oct.

"TAMASOMK" November 13rd Oct.

"BOON" December 20th Dec.

"BOON" January 21st Jan.

For full particulars please apply to—

JAVA-CHINA-JAPAN LUN

General Agents, Port Building.

Tel. No. 154.

SHIPBUILDERS.

SHIP REPAIRERS.

BOLTER MAKERS.

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SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—

RELIABILITY—

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A STANDARD SERIES

FOR WORKING ON CRUDE & RESIDUAL OILS OR REFINED PETROLEUM MANUFACTURED FOR BOTH MARINE AND LAND USE FROM

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DODWELL & COMPANY, LD.**STEAMSHIP SERVICES****Regular Sailings to****NEW YORK & BOSTON**

via Suez or Panama Canal at Owner's Option.
S.S. "EGREMONT CASTLE" ... on or about 20th Sept.
via Suez

S.S. "MUNCASTER CASTLE" ... on or about middle Nov.

LLOYD TRIESTINO**For SHANGHAI**

S.S. "AFRICA" ... sailing about 6th October.

For BRINDISI, VENICE & TRIESTE

Taking Cargo on Through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

SINGAPORE, PENANG & COLOMBO

S.S. "HUNGARIA" ... on or about 2nd October.
S.S. "AFRICA" ... sailing about 7th November.

Passenger Luggage can be insured at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

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Regular Services between**JAPAN, HONGKONG & JAVA.****For JAPAN**

S.S. "RIJUN MARU" ... sailing on or about 14th Sept.
S.S. "HOKUTO MARU" ... sailing on or about 19th Oct.
S.S. "BOHEO MARU" ... sailing on or about 30th Oct.

For JAVA

S.S. "BOHEO MARU" ... sailing on or about 16th Sept.
S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

OCEAN TRANSPORT Co., Ltd.

(NANYO YUSEN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipment at CALCUTTA.

In conjunction with the

INDOCHINA STEAM NAVIGATION CO., LTD.

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For Freight or Passage on any of the above Lines apply to—

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N. Y. K.**NIPPON YUSEN KAISHA**

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SAILING FROM HONGKONG SERVICE TO ALTERNATE.

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GERMAN STAFF CONFESSIONS**"DISASTROUS" BRITISH PROPAGANDA****AN ENGLISHMAN'S LIFE SENTENCE**

The head of the Press and Intelligence section of the German General Staff, Lieut.-Col. Nicolai, was an enigmatic personage who knew many secrets. Some of them are divulged in the book he has just published (*Nachrichtendienst, Press und Volkswirtschaft im Weltkrieg*, Mittler, Berlin).

He has been bitterly criticised in his own country for his failure to detect the concentration of a large French army on the eve of the Marne, at Paris, which caused the loss of the first battle of the Marne. Over that failure he here passes hastily with the words:

"As to the concentration of the French army which influenced the result of the battle of the Marne it was impossible to ascertain anything owing to the rapidity of events and the circuitous route by which information had to travel."

Perhaps because of this failure he will not have it that the German Staff lost its hope of success after the battle. It is none the less true that Moltke burst in upon William II. with the grim words, "Your Majesty, we have lost the war."

WHERE GUN SINS WERE

Colonel Nicolai devotes most of his space to peevish complaints of the efficiency of the British propaganda service of the superlative intelligence service of the Allies. He says that the first attitude of the German Staff to our propaganda was one of lordly contempt. The Germans would never stoop to this. But there is an ingenious confession of the Peckham-fian kind.

"It was not moral considerations that prevented us from carrying out an equally successful propaganda against the enemy's front, but very real practical difficulties. We had no point of attack upon the enemy's armies on which our propaganda could work."

The effect, he says, became disastrous when "the enemy's propaganda extended from the front to the people at home." It began to affect the spirit of our troops. For all their great superiority, Colonel Nicolai asserts that when the war began, the German Staff "had no organised service of intelligence against Britain." Here he forgets that this was because the British authorities seized and imprisoned or expelled a large number of German spies previously planted in this country. That was why the German intelligence system collapsed. It could never be replaced. "Years passed before traitors showed themselves in the enemy's camp. Before the first was found the hostile intelligence service, his condemned wall over 30 Germans."

TRAITORS IN THE CAMP

He gives some curious statistics about espionage. Between 1907 and the opening of the war he states that in Germany 135 cases of espionage were tried in the civil courts, of these were French, 41 Russian, and 21 British. In these figures are not included the military offenders tried by military courts. Their number was also high and showed a steady increase. "A printed Catalogue of German and Austrian Documents which in 1907-1910 were delivered to the (Russian) Intelligence Department at Warsaw was captured in the war. It contained 120 strictly confidential German papers and plans."

German untrustworthiness was the basis of foreign espionage. Of the above 135 persons, 107 were Germans, and of these 33 Austrians. Against these there were only 11 Russians, 5 French, 4 British, 3 Austrians, 2 Dutch, and 1 each of American, Swiss, and Luxemburg nationality.

In the first three years of war the Germans were again pre-eminent in untrustworthiness. The number of spies condemned was 273. Of these 107 were Germans of whom 30 were Austrians, 4 Belgians, 2 British, 1 Italian, 20 Dutch, 18 Swiss, 10 Luxemburgers, 3 Danes, 3 Swedes. In 1910 the worst cases the death penalty was inflicted on 8 Austrians, 2 Germans, 5 Swiss, 3 Luxemburgers, 2 Russians, and 1 Frenchman. In 4 cases life imprisonment was the sentence affecting 2 Germans, 1 Russian, and 1 Englishman.

It would be interesting to know what has become of the Englishman, Colonel Nicolai claims that despite all his difficulties the German Command was never surprised but a little later admits that the employment of masses of tanks was a complete surprise; and it is notorious that the Germans never expected our great attack which opened on August 8th, 1918, and resulted in the greatest single victory of the war in the West.

He complains that German traitors got off much too lightly, and tells us that there were rumours about certain high German nobles which were not, however, borne out by facts. — *Daily Mail*.

COTTON ACCUMULATION IN JAPAN

A New York despatch dated August 31st says:—According to advices received here the embarrassing accumulation of raw Indian cotton in Japan is causing the Japanese importers to limit a great deal of the cotton to the Japanese market. The cotton is being accumulated in Japan, however, because of the difficulty of getting it out of India. It is said that the Japanese are unwilling to accept a loss.

In this connection it is interesting to note that Central European countries have been at conference at The Hague over the possibility of establishing the Continental textile industries, and it is believed that with the assistance of American financiers arrangements will be made for Central Europe to resume buying raw material. — *Center's Mail News*.

NOTICES TO CONSIGNEES**NOTICE TO CONSIGNEES****"BEN" LINE OF STEAMERS****FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.****The Steamship "BERNARD"**

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th Sept. will be subject to sale.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th Sept. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 18th Sept. at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents.

Hongkong, September 11th, 1920. 1475

PRINCE LINE FAR EAST SERVICE**NOTICE TO CONSIGNEES****FROM NEW YORK****THE Steamship****"MOORISE PRINCE"**

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and wharves and/or from the wharves delivery may be obtained.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, Sept. 17th, at 10 a.m.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after Sept. 20th, will be subject to sale.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHAW, WATSON & CO., Agents.

Hongkong, September 12th, 1920. 1474

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**NOTICE TO CONSIGNEES****FROM CALCUTTA, PENANG AND SINGAPORE****THE Steamship****"CHAKSANG"**

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Sept. 18th will be subject to sale.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by or in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Ltd. General Managers.

Hongkong, September 13th, 1920. 1479

NOTICE TO CONSIGNEES**S.S. "JACOB" VOY & HOME****FROM CALCUTTA, PENANG, SINGAPORE AND SAIGON.**

THE above-mentioned steamer having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 17th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival, hereafter which they cannot be recognised. No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 18th, will be subject to sale.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., Ltd. Operators, U.S. SHIPPING BOARD.

Hongkong, September 11th, 1920. 1474

THE NEW CARGO STEAMERS

THE NEW CARGO STEAMERS
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.****SAILINGS SUBJECT TO ALTERATION****SHANGHAI via SWATOW**

"TUNGSHING" ... Wed. 18th Sept. Noon
"WINGHANG" ... Wed. 18th Sept. 2 p.m.
"CHAKSANG" ... Wed. 18th Sept. 4 p.m.
"CHONGKANG" ... Fri. 17th Sept. 10 a.m.
"LOONGANG" ... Fri. 17th Sept. 2 p.m.
"ETUNGSHING" ... Tue. 21st Sept. 10 a.m.
"KWAISANG" ... Sat. 25th Sept. 2 p.m.

SHANGHAI via SWATOW

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"KWAISANG" ... Sat. 25th Sept. 2 p.m.

SHANGHAI via SWATOW

"TUNGSHING" ... Wed. 18th Sept. Noon
"WINGHANG" ... Wed. 18th Sept. 2 p.m.
"CHAKSANG" ... Wed. 18th Sept. 4 p.m.
"CHONGKANG" ... Fri. 17th Sept. 10 a.m.
"LOONGANG" ... Fri. 17th Sept. 2 p.m.
"ETUNGSHING" ... Tue. 21st Sept. 10 a.m.
"KWAISANG" ... Sat. 25th Sept. 2 p.m.

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"CHONGKANG" ... Fri. 17th Sept. 10 a.m.
"LOONGANG" ... Fri. 17th Sept. 2 p.m.
"ETUNGSHING" ... Tue. 21st Sept. 10 a.m.
"KWAISANG" ... Sat. 25th Sept. 2 p.m.

SHANGHAI via SWATOW

ARRIVALS.

CLEARANCES

PASSENGERS.

ARRIVALS

SHIPPING MOVEMENTS.

SHIPPING ITEM.

VESSELS EXPECTED

WITHOUT YOUR BLOOD, CHALET IS IMPERFECT
VETARZO
 With Scientific Accuracy in
 the Preparation of the Blood
 CHALET IS COMPLETELY PERFECT
 DR. LE CLERC'S
 Scientifically Formulated, Pure, Sterilized, and
 Guaranteed to be the Best
 BLOOD IN THE WORLD
 BOTTLED IN 7 1/2 OZ. BOTTLES
 BOTTLED IN 15 OZ. BOTTLES



ON SALE

BOUND VOLUMES of the **HONGKONG WEEKLY PRESS**, January to June, 1920.
With Index. Price \$7.50.
On sale at the **HONGKONG DAILY PRESS** Office.

SAILINGS

Passengers to Europe are strictly urged to determine the exact date of the Atlantic sailing date prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are as congested as on the Pacific. Atlantic passengers can be assured by letter or cable of a berth on a ship to Europe. Passenger sailings from Montreal to Liverpool, London & Glasgow, Europe, enter every other week.

For Fares and other information please apply to
HONGKONG OFFICE
 Telephone 721 Cable address: CANPAC
CANADIAN PACIFIC OCEAN

COPENHAGEN.

For space and particulars please apply to—

THORESEN & CO.
AGENTS

AUSTRALIAN ORIENTAL LINE CO.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.			
Steamer	At Hongkong from Australia	Lv. Hongkong for Australia	
CHANGSHA	25th Sept	1st Oct	
	SAILING SUBJECT TO ALTERATION		

INVESTING ADVERTISING AS LEAD DRIVER

DESTINATION	VESSEL & RANK	FLAG	FOR SHIPMENT APPLY TO	TO BE DESPATCHED
BOSTON & NEW YORK via BOSTON	Algar	Brit	The Bank Line, Ltd.	On 30th inst.
NEW YORK & BOSTON via NEW YORK	Edinburgh Castle	Brit	Doddwell & Co., Ltd.	On 30th inst.
NEW YORK via J. P. PETER, NEW YORK	Hoolulu Maru	Jap	Osaka Shosen Kaisha	On 30th inst.
NEW YORK via PANAMA	Calcutta Maru	Jap	Nippon Yusen Kaisha	On 30th inst.
NEW YORK via PANAMA CANAL	Calcutta Prince	Brit	Shewan, Tomes & Co.	On 10th Oct.
NEW YORK via NEW YORK	General Church	Brit	The Bank Line, Limited	On 10th Nov.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Paris Maru	Jap	Toyoko Kisen Kaisha	On 17th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Chinshu Maru	Jap	Chinshu M. S. Co., Ltd.	On 17th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Waco Maru	Jap	Toyoko Kisen Kaisha	On 17th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Nanking	Jap	Nippon Yusen S. S. Co., Ltd.	On 18th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Katori Maru	Jap	Nippon Yusen Kaisha	On 30th inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Crosskys	Am	The Admiral Line Pacific S. S. Co.	About 15th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	West Iran	Am	Frank Waterhouse & Co.	About 15th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Montague	Brit	The Admiral Line Pacific S. S. Co.	About 15th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Romance	Brit	Canadian Pacific O. S. Ltd.	On 23rd inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Montague	Brit	Canadian Pacific O. S. Ltd.	On 30th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Arabia Maru	Jap	Osaka Shosen Kaisha	On 27th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tyngdams	Brit	Butterfield & Swire	On 28th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Nephele	Brit	P. & O. B. L. & A. L.	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Paul Loeb	Fre	Messageries Maritimes	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Eurythm	Brit	Butterfield & Swire	On 18th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Telford Maru	Jap	Nippon Yusen Kaisha	On 18th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Titan	Brit	Butterfield & Swire	On 18th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Glenafife	Brit	Jardine, Matheson & Co., Ltd.	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Swazi	Brit	The Bank Line, Ltd.	On 18th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Yokohama Maru	Jap	Nippon Yusen Kaisha	On 30th inst. at 10 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Mentor	Brit	Butterfield & Swire	On 21st inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Asia Maru	Jap	Osaka Shosen Kaisha	On 23rd inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Sevsum	Jap	Butterfield & Swire	On 31st Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Fuku Maru	Jap	Nippon Yusen Kaisha	On 31st Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Fuku Maru	Jap	Java-China-Japan-Lijn	On 17th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Taiwan Maru	Jap	Nippon Yusen Kaisha	On 15th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Dilwara	Brit	P. & O. B. L. & A. L.	On 17th inst. at Noon.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Ganley Maru	Jap	Osaka Shosen Kaisha	Beginning of Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Kunming	Jap	Jardine, Matheson & Co., Ltd.	On 17th inst. at 2 p.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Van Weerwyck	Dut	Java-China-Japan-Lijn	On 25th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Hungaria	Brit	J. & W. & Co., Ltd.	About 1st Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Funde	Brit	P. & O. B. L. & A. L.	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Yokohama Maru	Jap	Nippon Yusen Kaisha	On 30th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Visita	Am	Los Angeles Pacific Nav. Co.	About 13th Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tosa Maru	Jap	Nippon Yusen Kaisha	Beginning of Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Bwah Ping	Chin	The Chinese & Australia S. S. Co.	On 14th inst. at 10 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tengo Maru	Jap	Nippon Yusen Kaisha	On 22nd inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Kanowna	Brit	P. & O. B. L. & A. L.	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Kanzaba	Brit	Butterfield & Swire	On 1st Oct.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Kunajiri Maru	Jap	Osaka Shosen Kaisha	On 27th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Canada Maru	Jap	Osaka Shosen Kaisha	On 2nd Nov.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Seijo Maru	Jap	Toyoko Kisen Kaisha	On 9th Nov.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Chakrang	Brit	Jardine, Matheson & Co., Ltd.	On 15th inst. at 3 p.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Yokohama Maru	Jap	Java-China-Japan-Lijn	About 18th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Nido Maru	Brit	Doddwell & Co., Ltd.	About 14th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Chipping	Jap	Nippon Yusen Kaisha	On 18th inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Hincho	Brit	Jardine, Matheson & Co., Ltd.	On 21st inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tungshing	Brit	Butterfield & Swire	On 14th inst. at 10 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Sinkiang	Brit	Jardine, Matheson & Co., Ltd.	On 14th inst. at 10 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Sado Maru	Jap	Butterfield & Swire	On 16th inst. at Noon.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tean	Jap	Nippon Yusen Kaisha	On 16th inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Gregory Apar	Brit	Butterfield & Swire	On 18th inst. at 11 a.m.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Tybedas	Jap	P. & O. B. L. & A. L.	About 19th inst.
NEW BRANCO via SHANGHAI & JAPAN, &c.	Porches	Fre	Java-China-Japan-Lijn	About 20th inst.

WEATHER REPORT

The Baromet. for the 24 hours ending at noon to-day is as follows:—	
Observer.	Forecast.
Hongkong to Cap Rock.	N. or variable winds, light to moderate; cloudy; occasional rain.
Formosa Channel.	The same as No. 1.
South coast of China between Hongkong and Lamooche.	The same as No. 1.
South coast of China between Hongkong and Hainan.	The same as No. 1.

CHINA COAST METEOROLOGICAL
REGISTER

SEPTEMBER 14TH, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature	Humidity	Wind Direction. Force.	Weather.
Vladivostok	6 a.	30.05	52		SE	2
Nemuro	5 a.					0
Hakodate						
Tokio						
Kochi						
Nagasaki						
Kagoshima						
Osaka						
Kobe						
Iwakajima						
Bonin Islands						
Wakatsuki	6 a.	29.95	63	95	SE	2
Hankow						0
Ichang						
Kinkiang						
Changsha						
Shanghai		29.86	73	100	SE	1
Canton		29.83	75	32	SE	1
Sharp Peak	7 a.	29.83		91	SE	2
Amoy	6 a.					0
Swatow						
Taihoan		29.86	72	94	SE	2
Taihu		29.85	73	93	SE	2
Taihan		29.86	75			0
Koshun		29.86	75			0
Pescadores		29.87	79			0
Canton		29.86	78	82	SE	4
Hongkong		29.85	77	95	SE	0
Gap Rock						0
Macao		29.84	77	98	SE	2
Wuchow	9 a.					0
Hothow						
Pakhoi						
Phu Lien		29.72	81	96	SE	3
Kanton		29.67				4
Cape James		29.67				0
Aperr	6 a.					0
Dagupan						
Manila		29.61	73	61	SE	1
Lepanto						
Tacloban						
Hilo		29.79	77	61	SE	0
Surigao						
Samar		29.50	81			0
Zabuan	6 a.	29.73	74	95	SE	0

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS
 "NANKING" "CHINA" "NILE"
 15,000 tons 10,500 tons 11,000 tons
 SAILINGS FROM HONGKONG FOR
 SAN FRANCISCO
 VIA SHANGHAI JAPAN PORTS AND HONOLULU
 "NANKING" "CHINA" "NILE"
 Oct. 31st Sept. 24th Nov. 6th
 An unsurpassed high-class passenger service.
 C. T. SURRIDGE, Acting Freight and Passenger Agent.
 Prince's Buildings, Ice-House Street.
 Telephone, Passenger Dept. 1894. Telephone, Freight Dept. and Agent 2191.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.
AND

AMERICAN & MANCHURIAN LINE
(KILMERMAN & BUCKNALL S.S. CO., LTD.)

Sailing from Shanghai

* **"ANAX"** .. via Suva .. 2nd Sept

* **"CITY OF DUNKIRK"** .. via Suva .. 14 Oct

* Sailing also as follows

Steamers proceed via Suez Canal or Panama Canal at Owner's option
Subject to change without notice

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"HWAH PING" September 16th.

"VICTORIA" October 1st.

For Freight and Passengers apply—

THE CHINA & AUSTRALIA S.S. CO., LTD.
—Agents—
112, Collyer Quay Central.

HONGKONG METEOROLOGICAL
REGISTER

Hongkong Observatory, September 14th.

	Previous Day at 5 p.m.	On Date on 7	On Date at 2 a.m.
Barometer	29.85	30	29.83
Temperature	77	74	67
Humidity	83	8	85
Wind Direction	East	Imm.	West
Force	0	0	0
Weather	cr	m	c
Rain	3.00	—	0.01

HONGKONG TIDE TABLE

From September 15th to 11st, 1920.

HIGH WATER				LOW WATER			
Day of Week	Day of Month	Time Standard Time	Height	Day of Week	Day of Month	Time Standard Time	Height
Sat	15	11:23	6.3	Sat	14	4:44	3.1
Sun	16	11:21	6.3	Sun	15	4:55	3.0
Mon	17	11:19	6.3	Mon	16	5:06	2.9
Tue	18	11:17	6.3	Tue	17	5:17	2.8
Wed	19	11:14	6.3	Wed	18	5:28	2.7
Thurs	20	11:11	6.3	Thurs	19	5:39	2.6
Fri	21	11:08	6.3	Fri	20	5:50	2.5
Sat	22	11:05	6.3	Sat	21	6:01	2.4
Sun	23	11:02	6.3	Sun	22	6:12	2.3
Mon	24	11:00	6.3	Mon	23	6:23	2.2
Tue	25	10:57	6.3	Tue	24	6:34	2.1
Wed	26	10:54	6.3	Wed	25	6:45	2.0
Thurs	27	10:51	6.3	Thurs	26	6:56	1.9
Fri	28	10:48	6.3	Fri	27	7:07	1.8
Sat	29	10:45	6.3	Sat	28	7:18	1.7
Sun	30	10:42	6.3	Sun	29	7:29	1.6
Mon	31	10:39	6.3	Mon	30	7:40	1.5
Tue	1	10:36	6.3	Tue	31	7:51	1.4
Wed	2	10:33	6.3	Wed	1	8:02	1.3
Thurs	3	10:30	6.3	Thurs	2	8:13	1.2
Fri	4	10:27	6.3	Fri	3	8:24	1.1
Sat	5	10:24	6.3	Sat	4	8:35	1.0
Sun	6	10:21	6.3	Sun	5	8:46	0.9
Mon	7	10:18	6.3	Mon	6	8:57	0.8
Tue	8	10:15	6.3	Tue	7	9:08	0.7
Wed	9	10:12	6.3	Wed	8	9:19	0.6
Thurs	10	10:09	6.3	Thurs	9	9:30	0.5
Fri	11	10:06	6.3	Fri	10	9:41	0.4
Sat	12	10:03	6.3	Sat	11	9:52	0.3
Sun	13	10:00	6.3	Sun	12	10:03	0.2
Mon	14	9:57	6.3	Mon	13	10:14	0.1
Tue	15	9:54	6.3	Tue	14	10:25	0.0
Wed	16	9:51	6.3	Wed	15	10:36	0.0
Thurs	17	9:48	6.3	Thurs	16	10:47	0.0
Fri	18	9:45	6.3	Fri	17	10:58	0.0
Sat	19	9:42	6.3	Sat	18	11:09	0.0
Sun	20	9:39	6.3	Sun	19	11:20	0.0
Mon	21	9:36	6.3	Mon	20	11:31	0.0
Tue	22	9:33	6.3	Tue	21	11:42	0.0
Wed	23	9:30	6.3	Wed	22	11:53	0.0
Thurs	24	9:27	6.3	Thurs	23	12:04	0.0
Fri	25	9:24	6.3	Fri	24	12:15	0.0
Sat	26	9:21	6.3	Sat	25	12:26	0.0
Sun	27	9:18	6.3	Sun	26	12:37	0.0
Mon	28	9:15	6.3	Mon	27	12:48	0.0
Tue	29	9:12	6.3	Tue	28	12:59	0.0
Wed	30	9:09	6.3	Wed	29	1:10	0.0
Thurs	31	9:06	6.3	Thurs	30	1:21	0.0
Fri	1	9:03	6.3	Fri	31	1:32	0.0
Sat	2	9:00	6.3	Sat	1	1:43	0.0
Sun	3	8:57	6.3	Sun	2	1:54	0.0
Mon	4	8:54	6.3	Mon	3	2:05	0.0
Tue	5	8:51	6.3	Tue	4	2:16	0.0
Wed	6	8:48	6.3	Wed	5	2:27	0.0
Thurs	7	8:45	6.3	Thurs	6	2:38	0.0
Fri	8	8:42	6.3	Fri	7	2:49	0.0
Sat	9	8:39	6.3	Sat	8	3:00	0.0
Sun	10	8:36	6.3	Sun	9	3:11	0.0
Mon	11	8:33	6.3	Mon	10	3:22	0.0
Tue	12	8:30	6.3	Tue	11	3:33	0.0
Wed	13	8:27	6.3	Wed	12	3:44	0.0
Thurs	14	8:24	6.3	Thurs	13	3:55	0.0
Fri	15	8:21	6.3	Fri	14	4:06	0.0
Sat	16	8:18	6.3	Sat	15	4:17	0.0
Sun	17	8:15	6.3	Sun	16	4:28	0.0
Mon	18	8:12	6.3	Mon	17	4:39	0.0
Tue	19	8:09	6.3	Tue	18	4:50	0.0
Wed	20	8:06	6.3	Wed	19	5:01	0.0
Thurs	21	8:03	6.3	Thurs	20	5:12	0.0
Fri	22	8:00	6.3	Fri	21	5:23	0.0
Sat	23	7:57	6.3	Sat	22	5:34	0.0
Sun	24	7:54	6.3	Sun	23	5:45	0.0
Mon	25	7:51	6.3	Mon	24	5:56	0.0
Tue	26	7:48	6.3	Tue	25	6:07	0.0
Wed	27	7:45	6.3	Wed	26	6:18	0.0
Thurs	28	7:42	6.3	Thurs	27	6:29	0.0
Fri	29	7:39	6.3	Fri	28	6:40	0.0
Sat	30	7:36	6.3	Sat	29	6:51	0.0
Sun	31	7:33	6.3	Sun	30	7:02	0.0
Mon	1	7:30	6.3	Mon	31	7:13	0.0
Tue	2	7:27	6.3	Tue	1	7:24	0.0
Wed	3	7:24	6.3	Wed	2	7:35	0.0
Thurs	4	7:21	6.3	Thurs	3	7:46	0.0
Fri	5	7:18	6.3	Fri	4	7:57	0.0
Sat	6	7:15	6.3	Sat	5	8:08	0.0
Sun	7	7:12	6.3	Sun	6	8:19	0.0
Mon	8	7:09	6.3	Mon	7	8:30	0.0
Tue	9	7:06	6.3	Tue	8	8:41	0.0
Wed	10	7:03	6.3	Wed	9	8:52	0.0
Thurs	11	7:00	6.3	Thurs	10	9:03	0.0
Fri	12	6:57	6.3	Fri	11	9:14	0.0
Sat	13	6:54	6.3	Sat	12	9:25	0.0
Sun	14	6:51	6.3	Sun	13	9:36	0.0
Mon	15	6:48	6.3	Mon	14	9:47	0.0
Tue	16	6:45	6.3	Tue	15	9:58	0.0
Wed	17	6:42	6.3	Wed	16	10:09	0.0
Thurs	18	6:39	6.3	Thurs	17	10:20	0.0
Fri	19	6:36	6.3	Fri	18	10:31	0.0
Sat	20	6:33	6.3	Sat	19	10:42	0.0
Sun	21	6:30	6.3	Sun	20	10:53	0.0
Mon	22	6:27	6.3	Mon	21	11:04	0.0
Tue	23	6:24	6.3	Tue	22	11:15	0.0
Wed	24	6:21	6.3	Wed	23	11:26	0.0
Thurs	25	6:18	6.3	Thurs	24	11:37	0.0
Fri	26	6:15	6.3	Fri	25	11:48	0.0
Sat	27	6:12	6.3	Sat	26	11:59	0.0
Sun	28	6:09	6.3	Sun	27	12:10	0.0
Mon	29	6:06	6.3	Mon	28	12:21	0.0
Tue	30	6:03	6.3	Tue	29	12:32	0.0
Wed	31	6:00	6.3	Wed	30	12:43	0.0
Thurs	1	5:57	6.3	Thurs	31	12:54	0.0
Fri	2	5:54	6.3	Fri	1	1:05	0.0
Sat	3	5:51	6.3	Sat	2	1:16	0.0
Sun	4	5:48	6.3	Sun	3	1:27	0.0
Mon	5	5:45	6.3	Mon	4	1:38	0.0
Tue	6	5:42	6.3	Tue	5	1:49	0.0
Wed	7	5:39	6.3	Wed	6	2:00	0.0
Thurs	8	5:36	6.3	Thurs	7	2:11	0.0
Fri	9	5:33	6.3	Fri	8	2:22	0.0
Sat	10	5:30	6.3	Sat	9	2:33	0.0
Sun	11	5:27	6.3	Sun	10	2:44	0.0
Mon	12	5:24	6.3	Mon	11	2:55	0.0
Tue	13	5:21	6.3	Tue	12	3:06	0.0
Wed	14	5:18	6.3	Wed	13	3:17	0.0
Thurs	15	5:15	6.3	Thurs	14	3:28	0.0
Fri	16	5:12	6.3	Fri	15	3:39	0.0
Sat	17	5:09	6.3	Sat	16	3:50	0.0
Sun	18	5:06	6.3	Sun	17	4:01	0.0
Mon	19	5:03	6.3	Mon	18	4:12	0.0
Tue	20	5:00	6.3	Tue	19	4:23	0.0
Wed	21	4:57	6.3	Wed	20	4:34	0.0
Thurs	22	4:54	6.3	Thurs	21	4:45	0.0
Fri	23	4:51	6.3	Fri	22	4:56	0.0
Sat	24	4:48	6.3	Sat	23	5:07	0.0
Sun	25	4:45	6.3	Sun	24	5:18	0.0
Mon	26	4:42	6.3	Mon	25	5:29	0.0
Tue	27	4:39	6.3	Tue	26	5:40	0.0
Wed	28	4:36	6.3	Wed	27	5:51	0.0
Thurs	29	4:33	6.3	Thurs	28	6:02	0.0
Fri	30	4:30	6.3	Fri	29	6:13	0.0
Sat	31	4:27	6.3	Sat	30	6:24	0.0
Sun	1	4:24	6.3	Sun	31	6:35	0.0
Mon	2	4:21	6.3	Mon	1	6:46	0.0
Tue	3	4:18	6.3	Tue	2	6:57	0.0
Wed	4	4:15	6.3	Wed	3	7:08	0.0
Thurs	5	4:12	6.3	Thurs	4	7:19	0.0
Fri	6	4:09	6.3	Fri	5	7:30	0.0
Sat	7	4:06	6.3	Sat	6	7:41	0.0
Sun	8	4:03	6.3	Sun	7	7:52	0.0
Mon	9	4:00	6.3	Mon	8	8:03	0.0
Tue	10	3:57	6.3	Tue	9	8:14	0.0
Wed	11	3:54	6.3	Wed	10	8:25	0.0
Thurs	12	3:51	6.3	Thurs	11	8:36	0.0
Fri	13	3:48	6.3	Fri	12	8:47	0.0
Sat	14	3:45	6.3	Sat	13	8:58	0.0
Sun	15	3:42	6.3	Sun	14	9:09	0.0
Mon	16	3:39	6.3	Mon	15	9:20	0.0
Tue	17	3:36	6.3	Tue	16	9:31	0.0
Wed	18	3:33	6.3	Wed	17	9:42	0.0
Thurs	19	3:30	6.3	Thurs	18	9:53	0.0
Fri	20	3:27	6.3	Fri	19	10:04	0.0
Sat	21	3:24	6.3	Sat	20	10:15	0.0
Sun	22	3:21	6.3	Sun	21	10:26	0.0
Mon	23	3:18	6.3	Mon	22	10:37	0.0
Tue	24	3:15	6.3	Tue	23	10:48	0.0
Wed	25	3:12	6.3	Wed	24	10:59	0.0
Thurs	26	3:09	6.3	Thurs	25	11:10	0.0
Fri	27	3:06	6.3	Fri	26	11:21	0.0
Sat	28	3:03	6.3	Sat	27	11:32	0.0
Sun	29	3:00	6.3	Sun	28	11:43	0.0
Mon	30	2:57	6.3	Mon	29	11:54	0.0
Tue	31	2:54	6.3	Tue	30	12:05	0.0
Wed	1	2:51	6.3	Wed	31	12:16	0.0
Thurs	2	2:48	6.3	Thurs	1	12:27	0.0
Fri	3	2:45	6.3	Fri	2	12:38	0.0
Sat	4	2:42	6.3	Sat	3	12:49	0.0
Sun	5	2:39	6.3	Sun	4	12:60	0.0
Mon	6	2:36	6.3	Mon	5	12:1	0.0
Tue	7	2:33	6.3	Tue	6	12:12	0.0
Wed	8	2:30	6.3	Wed	7	12:23	0.0
Thurs	9	2:27	6.3	Thurs	8	12:34	0.0
Fri	10	2:24	6.3	Fri	9	12:45	0.0
Sat	11	2:21	6.3	Sat	10	12:56	0.0
Sun	12	2:18	6.3	Sun	11	1:07	0.0
Mon	13	2:15	6.3	Mon	12	1:18	0.0
Tue	14	2:12	6.3	Tue	13	1:29	0.0
Wed	15	2:09	6.3	Wed	14	1:40	0.0
Thurs	16	2:06	6.3	Thurs	15	1:51	0.0
Fri	17	2:03	6.3	Fri	16	2:02	0.0
Sat	18	2:00	6.3	Sat	17	2:13	0.0
Sun	19	1:57	6.3	Sun	18	2:24	0.0
Mon	20	1:54	6.3	Mon			

AMERICAN & ORIENTAL LINE

NEW YORK via Suez.

"GENERAL CHURCH" ... 10th Nov.
 Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, ZIMBABWE, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE, LTD.
 Managing Agent.

"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO. LTD.

JAPAN, CHINA AND STRAITS.

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to Messrs & Co., Canton.
THE BANK LINE, LTD.
 General Agents.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
WUHAIR, CHIAFOO & TIENTSIN	"HUICHOW"	On 15th Sept. 10 A.M.
NEWCHOW	"KASSU"	On 15th Sept. Noon.
SHANGHAI	"KASSU"	On 15th Sept. Noon.
SHANGHAI & TIENTSIN	"TEAN"	On 15th Sept. 10 A.M.
AMOI, SHANGHAI & PUKOW	"SHANTUNG"	On 15th Sept. 10 A.M.
SWATOW & HANGKOW	"KANCHOW"	On 15th Sept. Noon.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
 Excellent saloon accommodation. Electric Light and Fans in Saloon and Cabin. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all ports in Northern China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

SWATOW LINE—Weekly service to and from Bangkok via Swatow.
 For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
 Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST-PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passenger Electric Light and Fans in saloons and cabins and excellent cuisine.

FOR
SWATOW, AMOI AND FOCHOW
 AND RETURN.

(Occupying 9 to 10 Days).

SWATOW	Capt. J. S. Thomson	FRIDAY, 17th Sept. at 3 P.M.
AMOI	Capt. A. H. Stewart	TUESDAY, 21st Sept. at 3 P.M.
FOCHOW	Capt. W. O. Patterson	FRIDAY, 24th Sept. at 3 P.M.

Calling at Amoy for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Hanks) Pier.
 For Freight and Passage, apply to—
DOUGLAS LAFFRAK & CO.,
 General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES CALIFORNIA, U.S.A.

LOS ANGELES	Nov. 10th	LOS ANGELES	Nov. 10th
LOS ANGELES	Nov. 10th	LOS ANGELES	Nov. 10th
LOS ANGELES	Nov. 10th	LOS ANGELES	Nov. 10th

Through Bills of Lading to all U.S. and Canadian Overseas Ports no Transshipment en route. Shipside connection with the Pacific, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif.
 Branch Office—Kobe, Shanghai.
 Agents—Messrs. J. S. Thomson & Co.
 General Agents for South China.

P. & O. - BRITISH INDIA.**APCAR AND EASTERN & AUSTRALIAN LINES**

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"JYVOR" (Cargo)	7,400	15th Sept. Noon	Marseilles, London & Antwerp
"DILWARA"	8,400	17th Sept. Noon	Singapore, Colombo & Bombay
"KHIWA"	8,000	19th Sept. Noon	Marseilles, London & Antwerp
"NANKIN"	8,000	21st Sept. Noon	Marseilles, London & Antwerp
"KASHGAR"	8,800	23rd Sept. Noon	Marseilles, London & Antwerp
"ALICE" (Cargo)	8,800	25th Sept. Noon	Marseilles, London & Antwerp
"NOVARA"	8,800	27th Sept. Noon	Marseilles, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

"TANDA"	7,000	10th Sept.	Singapore, Batavia & Celebes
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EASTERN & AUSTRALIAN SAILINGS (South)

"KANDAWA"	7,000	15th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	17th Sept.	
"EASTERN"	4,500	19th Sept.	

7 Omits Sandakan calls Darwin.

SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,800	15th Sept.	Shanghai & Japan direct.
"ST. ALBANS"	4,500	17th Sept.	Shanghai & Japan direct.
"KANDAWA"	7,000	19th Sept.	Shanghai & Japan direct.
"KASHGAR"	8,800	21st Sept.	Shanghai & Japan direct.
"NOVARA"	8,800	23rd Sept.	Shanghai & Japan direct.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Our ships are fitted with the latest wireless telegraph system, and are in communication with the land stations at Hongkong, Shanghai, and other ports. Passengers can communicate with their friends and business associates at all times.

NOTICE TO CONSIGNEES.
 Consignees are requested to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be reported to the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GOSNOLD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
 Agents.

41, Des Voeux Road, Canton, HONGKONG.

O. S. K.**OSAKA SHOSHEN KAISHA**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG.
 Monthly direct service via Singapore and Port Said.

"ARABIA MARU" ... 15th Sept. ... 10th Oct.
 "ARABIA MARU" ... 22nd Sept. ... 17th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTO, MAURITIUS, DURBAN and CAPE TOWN.
 SINGAPORE.

"CANADA MARU" ... 15th Sept. ... 10th Oct.
 "CANADA MARU" ... 22nd Sept. ... 17th Oct.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
 Beginning of October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.
 Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.
 Monday, 27th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.
 Regular fortnightly service via Japan and Korea, with cargo to Seattle and Tacoma via the Great Northern Railway.

"ARABIA MARU" ... 15th Sept. ... 10th Oct.
 "ARABIA MARU" ... 22nd Sept. ... 17th Oct.

SAN FRANCISCO & NEW ORLEANS.
 Regular monthly service via Japan, Formosa, San Francisco, Panama & Colon.

NEW YORK—Regular monthly service via Japan, Formosa, San Francisco, Panama & Colon.
 Monday, 20th Sept.

HONOLULU MARU ... 15th Sept. ... 10th Oct.
 "HONOLULU MARU" ... 22nd Sept. ... 17th Oct.

NEW ORLEANS LINE.
 "HONOLULU MARU" ... 15th Sept. ... 10th Oct.
 "HONOLULU MARU" ... 22nd Sept. ... 17th Oct.

JAPAN PORTS—Kobe, Yokohama & Yokohama.
 "HONOLULU MARU" ... 15th Sept. ... 10th Oct.
 "HONOLULU MARU" ... 22nd Sept. ... 17th Oct.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodations for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbor Office.
 "AMAKUSA MARU" ... 15th Sept. ... 10th Oct.
 "AMAKUSA MARU" ... 22nd Sept. ... 17th Oct.

TAKAO via SWATOW & AMOI.
 "AMAKUSA MARU" ... 15th Sept. ... 10th Oct.
 "AMAKUSA MARU" ... 22nd Sept. ... 17th Oct.

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PASSPORT OF THE SUN"

STEAMER	TONS	LEAVE HONGKONG
"FUSUMA MARU"	10,000	15th Sept.
"KOREA MARU"	10,000	22nd Sept.
"SIBERIA MARU"	10,000	29th Sept.
"TANIO MARU"	10,000	6th Oct.

* Not calling at Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, HIL, SAN FRANCISCO, SAN PEDRO, SALIN, CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH ST. LUCAS ROUTE TO BUENOS AIRES.
 LEAVE HONGKONG.

STEAMER	TONS	LEAVE HONGKONG
"SHIYO MARU"	14,000	15th Nov.

For full information regarding passengers, freight and sailings, apply to—
Y. TSUTSUMI, Manager,
 King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:
 Messrs. T. H. GRIFFITH, LTD.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
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SHANGHAI, KOREA & YOKOHAMA ... "PORTHOS" ... 11,000 ... On or about 4th Oct.

MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DUBOIS, SUZ ... "PAUL LECAT" ... 10,000 ... On or about 24th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
 For full particulars regarding sailings, etc., apply to—
R. RODENFUSER,
 Agent, Queen's Building.

Telephone 740.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
 (Calling at Shanghai and Kobe).

"CROSSKEYS" ... About Sept. 15th.
 "ICONIUM" ... About Oct. 8th.

For PORTLAND direct.
 (Calling at Shanghai and Kobe).

"MONTAGUE" ... About Sept. 15th.
 For SEATTLE.

Through Bills of Lading issued to Overseas Consignees.
 For Freight and Passage apply to—
THE ADMIRAL LINE.
 Telephone 2471 & 2472. Fifth Floor, Hotel Manx.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers!

"ECUADOR," "VENEZUELA" & "COLOMBIA,"
 HONGKONG TO SAN FRANCISCO,
 VIA SHANGHAI, KOREA, YOKOHAMA & HONOLULU.

"THE SUNSHINE" BELT.
 The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.
 U.S. SHIPPING BOARD VESSEL
 For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.
 S.S. "JACOB" ... 15th Sept. ... 10th Oct.

Cargo accepted on through Bills of Lading to Baltimore, Havana, Central and South American ports.
 For further information apply to—
PACIFIC MAIL S.S. CO.
 47, Hotel Manx.
 Cable address "SOLANO."

Telephone 141.

